a study of the Mac 1,2- Major Arterial Commercial zones

city of regina
planning dept.

A STUDY OF THE MAC1, 2 -
MAJOR ARTERIAL COMMERCIAL ZONES

Prepared by the City of Regina
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CHAPTER I

STUDY BACKGROUND, PURPOSE AND SCOPE

The existing Major Arterial Commercial zones (MAC1, 2) as shown in Appendix 1, were originally designed to regulate commercial development along and in close proximity to certain arterial streets. However, in the recent past, a number of persons have approached the City and requested rezonings to MAC in locations which, although having met the above criteria, were not necessarily appropriate for MAC1, 2 given the surrounding uses and zones. These applications included:

a) a request to rezone the 300 Block Albert Street North from HC - Highway Commercial to accommodate retail uses;

b) a request to rezone the 2000 Block Osler Street from R4A - Residential Older Neighbourhood to accommodate office and possibly retail uses;

c) a request to examine whether service stations should continue to be permitted uses in MAC zones.

Individually, these three issues constituted isolated zoning amendment requests. However in combination, the above focus on many of the problems associated with the MAC zone. The issues raised in reviewing all the above consisted of the following:

a) The proliferation of retail and office uses throughout the City and the subsequent impact on the downtown area;

b) The suitability of areas zoned MAC throughout the City;

c) The appropriateness of the present permitted and discretionary uses in the MAC zones; and,

d) The impact of rezoning properties to MAC on the availability of other types of commercial zones such as HC - Highway Commercial.

Based upon the above, it has become necessary to review the appropriateness of both the existing Municipal Development Plan policies which affect the MAC zones and the uses and application of these zones in order to rationalize the implementation of same.

This study will:

1. Examine the history of the MAC zone in an attempt to explain the present situation.

2. Review the existing related Municipal Development Plan policies.

3. Analyze the data collected including land use.

4. Develop policy directions to guide the application of major arterial zoning.

5. Recommend appropriate zoning amendments to implement policy directions.

CHAPTER II

HISTORICAL REVIEW OF MAJOR ARTERIAL ZONING IN REGINA

Major arterial streets in the City of Regina have historically been developed with a wide variety of uses and zoning districts. As early as 1927, the City's arterial streets (Albert Street, Victoria Avenue, Dewdney Avenue, Winnipeg Street, Broad Street, South Railway Street) served a multiplicity of purposes, including residential, commercial and light industrial land uses. This situation can be accounted for, to some extent, by the "Main Street" concept which predominated prairie urban development in the early years of settlement in Western Canada, and can still be observed in small town Saskatchewan. The limited mobility of Regina residents in the early 1900's dictated that places of residence and employment had to be in close proximity to one another, often within walking distance. Similarly, it was desirable to intermingle service uses (retail, entertainment, personal) with residential areas or, at least, situate them along the periphery of the neighbourhood. For this reason, main streets became the nucleus of activity in prairie towns during this period. This concept was facilitated by the City's grid street pattern and the convenient one-half mile arterial street separation. (see attached Map "A") Thus, the mixed use characteristics of Regina's major arterials were determined at a very early stage of urban development.

Subsequently, both planning and individual philosophies and personal preferences have changed and modern technology and improved transportation methods permitted the residence and the workplace to be segregated. In fact,

it is now generally considered good planning to separate and buffer residential areas from commercial and industrial uses.

The issue of incompatible land usage has become a significant factor in the determination of land use planning policies. However, these past zoning decisions are still imprinted on the face of the City. Many of these uses developed under zoning bylaws during the last 50 years still exist and still affect present day zoning policy. The MAC1, 2 - Major Arterial Commercial zones which were created in 1979 and which were adopted as a part of the Municipal Development Plan, constituted an attempt to deal with these anomolies. These zones, although basically retail/office land use classifications, incorporated a number of uses which were somewhat out of character with the zone purpose, in an effort to retain the legal conformity of these uses. It is primarily this cumulative zoning approach which is under review in this study.

CHAPTER III

DISCUSSION OF MAJOR ARTERIAL POLICIES AND ZONING ISSUES

A Review of Existing Municipal Development Plan Policies

A review of the Municipal Development Plan policies affecting both major arterials and lands zoned for MAC uses, in part explains why historically there has been a problem defining a "major arterial' and subsequently, determining the appropriate placement of MAC zones. The two existing policies which affect the above and they do so only indirectly, are as follows:

1) That off-site caveated parking shall be a discretionary use in the MAC - Major Arterial Commercial zones, DC - Downtown Core zones, DSC - Designed Shopping Centre zones and IA - Light Industrial zones....

2) Those lands immediately adjacent to and fronting on Highway #1 from the City limits to the Ring Road/Highway #1 Bypass shall be primarily developed as highway commercial uses.

The above policies do not address what the MAC zones should be used for or where they should be placed.

An Examination of the Zoning Issues

The land use review confirmed that major arterials in Regina are a conglomeration of various commercial, industrial and residential uses (see Maps 1 to 8). This is partially a result of historical zoning approaches which were described earlier. However, the implementation of the MAC zone in 1979 compounded this confusing land use situation by attempting to serve a number of conflicting purposes. Although the zone was primarily intended to

accommodate retail and office development, the addition of several unrelated uses to the zone to avoid the creation of non-conformity resulted in the proliferation of these inconsistencies. Some of these existing operations were expanded and in some cases, new developments were constructed. Thus, the land use identity and purpose of the City's major arterials became even more vague.

The widespread application of the MAC zone further complicated this zoning issue. MAC zoning has been applied to a variety of sites located on a broad selection of street classifications. (see attached Maps 9 to 12) In fact, several cases exist where MAC zoning has been placed on local streets to reflect existing but clearly incompatible uses facing directly onto residential areas. The MAC zone is used as a "catch all" classification and is often applied indiscriminantly to accommodate a vast array of land use situations.

As discussed previously, there are presently no policies within the Municipal Development Plan which govern the placement of MAC zones. In particular, the absence of a definition for a "major arterial" has resulted in uncertainty relative to the appropriate application of these zones.

The apparent inappropriate application of the MAC zone is, in some situations, a direct result of the large gap created by the purposes and intent of the existing MAC1, 2 - Major Arterial Commercial Zones and NC - Neighbourhood Convenience and LC - Local Commercial Zones. The primary purpose of the MAC1, 2 zones is to regulate commercial development along major arterials, while the NC and LC zones are intended to accommodate the day to

day needs of the residents of a neighbourhood. Although the NC and LC zones were recently developed in an attempt to rationalize neighbourhood commercial zoning, it was not the intent of same to address this concern.

Application of MAC Zones

There are a number of areas in the City which cannot be appropriately addressed by the application of any of the above zones. These areas are primarily those which are peripheral to residential areas, but are not located on major arterials. This would in part explain the apparent overuse of the MAC zones in the present Zoning Controls Text. Typical examples of non-arterial located MAC zones are the 1500, 1600 and 1800 blocks of Angus Street (see Map 4B), and various portions of Osler Street adjacent to the Downtown (see Map 5C). It is in these areas where the wide variety of MAC zone uses result in significant compatibility and interface problems.

A good example of all of the above points was the addition of "taxidermy shops" to the MAC zone in 1982 as the result of an individual application to accommodate, in a commercial zone, what is generally considered to be a light industrial use. The justification for this use being added to the zone was, to some extent, the presence of other inappropriate types of industrial uses in the MAC zone. The implication of this amendment was that a taxidermy shop could then be accommodated on the 1600 Block of Angus Street which backs directly onto a residential area and is, in fact, on the same block as a number of detached dwellings. It should be noted that a subsequent site inspection has indicated that the use has recently relocated to a light industrial area.

The widespread usage of the MAC zones throughout the City of Regina has had some affect on downtown development trends. Certainly, the development of the MAC zones on 11th Avenue east of Broad Street and onto Osler and Halifax Streets, is a result of a longterm eastward "sprawl" of the downtown area. As well, continued pressure has been exerted for rezonings in other areas adjacent to the downtown to accommodate small scale commercial development. This pressure has taken the form of MAC rezoning requests along Victoria Avenue, 12th Avenue, Osler, Halifax and Angus Streets, as well as applications for small office development in the Transitional Area. In addition, the continued decentralization of commercial services from the Downtown Area, as a result of suburban development, is creating a demand for MAC zoning on most arterial streets. Thus, it would appear that the proliferation of the MAC zone throughout the City could potentially be in conflict with the role and purpose of the downtown.

Present Major Arterial Zones

There are presently three zones which have been applied to major arterials in Regina: the MAC - Major Arterial Commercial, HS - Highway Service and HC - Highway Commercial zones. However, a careful review of the uses permitted and discretionary in these zones (see attached Appendices 2 and 3) reveals that there is a considerable overlap. (for example, all three zones allow uses which are intended to serve the travelling public.)

The HS zone (see attached Map 13) was placed along Victoria Avenue East as a result of a study done in 1979. The study was undertaken to review the pressures being placed on the City to rezone these lands, which at that time were zoned HC - Highway Commercial, to allow major arterial commercial developments. There was a concern, that if the rezoning of these lands to MAC

continued there would be an insufficient supply of highway lands left to accommodate that type of commercial development that primarily serves the travelling public.

As well, high traffic volumes on the Highway #1 east service roads have, in the past, resulted in conflicting vehicular movements and subsequent traffic congestion. The inappropriateness of high traffic generating uses in this area can be demonstrated by the Victoria Square Shopping Centre. Massive changes in circulation patterns were undertaken to permit the development of this mall, yet significant traffic problems still remain in the vicinity of the shopping centre.

In order to ensure a long term improvement in this traffic situation, the primary land use recommendation of the "Victoria Avenue East Zoning Review" was to create the HS zone (see attached Appendix 3) to allow the development of low traffic generating commercial uses suitable for a limited access service road location, specifically highway oriented uses for the travelling public. This zone was placed along Victoria Avenue East to address the unique problems of this area and has not been used elsewhere within the City.

The MAC zone is still used extensively along Victoria Avenue from the Ring Road west to Winnipeg Street. In addition, lands to the east, specifically in Eastgate Commercial Park, are zoned both MAC and HC - Highway Commercial.

One of the last remaining areas of any significance presently zoned HC - Highway Commercial, is along Albert Street North (see Map 14). The purpose of this zone is to provide sufficient land along major routes entering the City to accommodate uses serving the travelling public or those which require a high level of accessibility and substantial parking facilities. However, an examination of both the uses and the surrounding zones indicates that the MAC

zone is beginning to also intrude into this area. This is confirmed by a review of the number of applications that have been received recently to rezone the HC lands to MAC.

Summary of Issues and Policy Recommendations

It is apparent from the above discussion that there are a number of issues which must be considered in the development of policy guidelines for major arterial zoning. These include:

1) The indiscriminate placement of MAC zones is a result of the lack of policy direction governing major arterial land uses.

2) The MAC zone has been applied to non-arterial locations (such as Angus Street) which has resulted in an interface and compatibility problem.

3) The MAC zone contains a number of uses which may be inappropriate for a major arterial commercial zone.

4) The gap created by the purposes and intent of the MAC and NC, LC zones has resulted in significant problems in the rationalization of major arterial zoning.

5) The proliferation of MAC zoning is potentially in conflict with the role and purpose of the downtown area.

6) There is presently little or no distinction made between the placement of major arterial and highway commercial zones.

The following are policy recommendations which have been developed in reaction to these issues:

"THE APPLICATION OF THE MAC1, 2 - MAJOR ARTERIAL COMMERCIAL, HC - HIGHWAY COMMERCIAL AND HS - HIGHWAY SERVICE ZONES SHALL BE IN ACCORDANCE WITH THE FOLLOWING POLICIES:

1) a) THE MAC1, 2 - MAJOR ARTERIAL COMMERCIAL ZONES SHALL BE APPLIED ONLY TO THE FOLLOWING MAJOR ARTERIAL STREETS OR PORTIONS THEREOF. FOR THE PURPOSE OF THIS SECTION, A MAJOR ARTERIAL SHALL BE DEFINED AS "A STREET OR ROAD WHICH IS DESIGNED TO CARRY TRAFFIC FROM ONE AREA OF THE CITY TO ANOTHER, WITH INTERSECTIONS AT GRADE AND DIRECT ACCESS TO ABUTTING PROPERTY". IT SHOULD

ALSO BE NOTED THAT THESE AREAS HAVE BEEN DEFINED SO THAT ALL EXISTING RESIDENTIAL AREAS LOCATED ON THESE STREETS HAVE BEEN EXCLUDED.

i) ALBERT STREET (EXCLUDING THE AREA BETWEEN COLLEGE AND 25th AVENUES)
ii) ARCOLA AVENUE (NORTH OF VICTORIA AVENUE)
iii) BROAD STREET (COLLEGE AVENUE TO 3RD AVENUE NORTH EXCEPTING THE WEST SIDE OF THE 2200 AND 2300 BLOCKS).
iv) DEWDNEY AVENUE (GARNET STREET TO SMITH STREET)
v) PARK STREET (NORTH OF 13TH AVENUE)
vi) SASKATCHEWAN DRIVE (EXCEPTING NORTH SIDE WEST OF BROAD STREET AND EXCLUDING AREA WEST OF ELPHINSTONE STREET)
vii) VICTORIA AVENUE (WINNIPEG STREET TO RING ROAD))
viii) WINNIPEG STREET (NORTH OF VICTORIA AVENUE)

b) THERE SHALL BE NO EXTENSION OF THE MAC1, 2 ZONING FOR AREAS NOT INCLUDED IN SUBSECTION (a) OF THIS SECTION.

c) THE MAC1 ZONE IS INTENDED TO REGULATE DEVELOPMENT ON SMALL LOTS IN THE INNER CITY, AND SHALL BE RESTRICTED TO AREAS DEFINED AS "OLDER NEIGHBOURHOODS" IN THE MUNICIPAL DEVELOPMENT PLAN.

d) THE NATURE OF THE USES PERMITTED OR DISCRETIONARY IN MAC1, 2 ZONES SHALL BE SUCH THAT THEY DO NOT CONFLICT WITH THE ROLE AND FUNCTION OF THE DOWNTOWN.

e) MAC1, 2 ZONED LOTS WHICH FACE (FRONTAGE OR FLANKAGE) OR ABUT ONTO RESIDENTIAL PROPERTIES SHALL PROVIDE A LANDSCAPE BUFFER OR SCREEN ALONG THE INTERFACING PROPERTY LINE, IN CONFORMANCE WITH APPLICABLE ZONING REGULATIONS.

2) THE HC ZONE MAY BE APPLIED TO ALL UNDEVELOPED SITES PRESENTLY LOCATED ALONG PORTIONS OF HIGHWAY #6 WHICH LIE BETWEEN THE RING ROAD/HIGHWAY #1 BYPASS AND THE CITY LIMITS.

3) THE HS ZONE SHALL BE APPLIED IN THE MANNER PRESCRIBED IN APPENDIX "R" 'THE "VICTORIA AVENUE EAST ZONING REVIEW" OF THE MUNICIPAL DEVELOPMENT PLAN.'

These policies will provide a framework for the application of new major arterial commercial zones and the regulation of existing sites. They will also assist in the determination of appropriate amendments to the zone purpose which would be necessary to reflect these new policy directions.

CHAPTER IV

IMPLEMENTATION OF MAJOR ARTERIAL ZONING POLICIES

The preceding Section has defined a set of policies upon which subsequent zoning regulations may be based. The existing MAC1, 2 zones, however, do not presently adequately address these policies. The following will recommend measures to implement these policies through appropriate zoning mechanisms.

General Purpose of MAC Zones

The existing MAC - Major Arterial Commercial zone purpose is vague and does not address the policies expressed in the previous chapter. In view of this, the following new General Purpose for the MAC zone has been developed:

General Purpose:

The general purpose of these zones is to regulate commercial development along major arterials. Major Arterials shall be limited for the application of this zoning, to the following streets or portions thereof:

1) Albert Street (excluding the area between College and 25th Avenues)
2) Arcola Avenue (north of Victoria Avenue)
3) Broad Street (College Avenue to 3rd Avenue North excepting west side of 2200 and 2300 Blocks)
4) Dewdney Avenue (Garnet Street to Smith Street)
5) Park Street (North of 13th Avenue)
6) Saskatchewan Drive (excepting north side west of Broad Street and excluding area west of Elphinstone Street)
7) Victoria Avenue (Winnipeg Street to Ring Road))
8) Winnipeg Street (north of Victoria Avenue)

Uses allowed in these zones shall include a variety of office uses and retail uses of a limited size which serve both the travelling public and the residents of the City at large, but which do not conflict with the role and function of the Downtown Area."

Uses in MAC Zones

The determination of an appropriate zone purpose facilitates a review of the permitted and discretionary uses of a zone. Although most of the uses now accommodated in the MAC1, 2 Zones would be in conformity with this new purpose, there are as has been indicated previously in this report, some anomalies in the MAC zone which should be dealt with in order to rationalize the zone uses.

1) Eating Establishments -

Two uses which, although presently discretionary, would be better placed in the permitted use category, are drive-in restaurants and fast food outlets. These uses are similar to restaurants, which are permitted, although they have a greater potential for traffic generation.

However, the general purpose of the MAC zone, as discussed previously, intends to limit MAC zones to major arterials which will minimize the area of potential conflict. As well, placing these uses in the permitted use category may encourage them to locate on arterial streets thereby reducing the pressure for the development of these uses in other less appropriate commercial areas.

2) Bowling Alleys -

It would appear that bowling alleys which are presently permitted in the MAC zone should be placed under the discretionary use category. This would be consistent with other similar recreational uses, such as pool halls, which were placed here at Council's direction, in view of the significant traffic generation and perceived social implications of these types of operations.

3) Service Stations -

One of the issues which resulted in this study being undertaken is the question of the appropriateness of service stations as permitted uses in MAC zones. It has been suggested that these uses may be better placed in the discretionary category due to the perceived high levels of traffic generated by these uses. However, a detailed examination of these operations illustrates that this high traffic perception is, in fact, not generally accurate. Traffic studies conducted by the Institute of Traffic Engineers have determined that peak activity periods for service stations generate between 23 and 28 vehicle trips per hour. This, in comparison to sit-down restaurants (25 to 36 trips per hour per 1,000 square feet of gross floor area) and drive-in restaurants (108 to 257 trips per hour per 1,000 square feet of gross floor area), demonstrates that these uses are unlikely to create serious traffic problems, particularly when located on major arterials where sufficient capacity is provided to accommodate considerable traffic levels.

Service station uses are also in conformity with the existing and proposed purposes and intent of the MAC zone as they "serve both the travelling public and the residents of the City at large, but do not conflict with the role and function of the downtown".

Similar to the preceding discussion relative to drive-in restaurants and fast food outlets, placing these uses in the permitted use category may encourage them to locate on arterial streets, thus alleviating pressure for development in less appropriate commercial areas.

Service stations should therefore remain as permitted uses in MAC zones.

As well, there appear to be a number of uses which are inappropriate for the MAC zone. These include:

Auctioneering Establishments
Business, Commercial or Technical Schools
Community Colleges
Enclosed Hockey, Ice Skating or Roller Skating Rinks
Furniture or Appliance Retailing
Furniture or Appliance Warehousing
Laundry or Dry Cleaning Plants
Lumberyards
Printing or Photostating Establishments
Public Garages
Skateboard Rinks
Taxidermy Shops
Warehousing

These uses can be placed into four general categories. The following is a discussion of the appropriateness of these uses in MAC zones:

4) Schools (business, commercial and technical) -

These types of uses are essentially neither commercial nor arterial oriented and are better placed in the downtown or industrial areas. The high land values in MAC zones would likely preclude these types of uses from occuring along major arterials.

5) Light Industrial Uses (Large Scale Printing or Photostating Establishments, Laundry or DryCleaning Plants, Public Garages, Furniture or Appliance Warehousing, Warehousing and Lumberyards) -

These uses are clearly inappropriate on highly visable locations such as major arterials especially given the large service vehicles and extensive on-site storage normally associated with these types of uses. Further, they do not necessarily serve the daily office and retail needs of the general public. These would be more logically situated in a light industrial zone.

6) Recreational Uses (Skateboard Rinks, Enclosed Hockey, Ice Skating on Roller Skating Rinks) -

These uses are normally intended to serve the needs of a local community and are more appropriately located adjacent to a residential area. Further, these are not presently found along either any of the identified major arterials, or in areas presently zoned MAC.

7) Warehousing for Sale at Retail (Furniture or appliance retailing, auctioneering establishments) -

These uses are similar in nature to the "Light Industrial" operations. They do not provide daily office or retail services, and provide a specialized function which does not require the high visability or accessibility associated with an arterial location. These are better located in a light industrial or warehouse district.

It is therefore recommended that the aforementioned uses 5), 6), 7) and 8) be deleted from the MAC zones.

8) Additional Permitted Uses -

In addition, several uses not presently allowed in MAC zones should be added as permitted uses. These uses: ambulance service establishments; fire stations; police stations; and, post offices, are public service oriented and would be compatible with other arterial service uses. An arterial location would be desirable in a number of these cases as a high level of accessibility may be necessary, particularly in emergency situations.

Regulations for MAC Zones

An examination of the existing MAC zone regulations indicated that the majority of the present requirements appear to still be appropriate. The MAC1 zone was designed to be applied only to higher density, small lot development in the older neighbourhoods. This is reflected in the 90% site coverage and zero front yard setback requirements, which is typical of the majority of existing MAC1 zoned developments. As such there appears to be no need to change these regulations.

The MAC2 zone regulations also appear to be appropriate. These were developed and intended to be used in suburban locations, to recognize the availability of larger sites. The 65% site coverage, 3.0 floor area ratio and the 7.5m front yard setback reflect this situation.

However, the following regulations require further examination and subsequent amendment:

1) Size of Retail and Office Development -

The purpose of the MAC1, 2 zones indicates that "uses allowed in these zones shall include a variety of office uses and retail uses of a

limited size" which "do not conflict with the role and function of the downtown area". As noted previously, the proliferation of retail and office uses throughout the City, as a result of the widespread application of MAC zones, could potentially have a negative impact on the revitalization of the downtown.

In order to provide better control over these possible areas of conflict, it may be appropriate to place a floor area limitation on permitted retail and office development in MAC zones. It is therefore proposed that these uses be limited to a maximum of $500m^2$ in the permitted use category, with all larger development being included as a discretionary use. An upper limit of $500m^2$ would ensure that City Council would be able to monitor large office and retail development to isolate potential conflicts with the Downtown Area, while still permitting the development of single and often two storey office and retail buildings commonly found along major arterials.

2) Floor Area Ratio -

It would also appear that the floor area ratio of 4.0 presently permitted in MAC1 zones could, over the long term, result in a negative impact on downtown development. In general, the floor area ratios which are in place in commercial zones in Regina are substantially higher than can be reasonably developed under applicable yard, site coverage and parking restrictions. In fact, only a handful of buildings in MAC zones actually exceed a floor area ratio of 3.0 (i.e. the Saskatchewan Telecommunications Building at College Avenue and Albert Street and a half dozen warehouses on Broad Street).

It is therefore recommended that the floor area ratio for the MAC1 zone be reduced to 3.0. Although this would create a few non-conforming situations, the nature of the affected buildings is such that few if any of these would realistically be able to expand beyond their current size, thus would not suffer any practical hardships from this change. If, in the future, any of these uses wish to increase their floor area, Council could accommodate the proposal by a FAR (Floor Area Ratio) rezoning.

3) Interface with Residential Areas -

In order to implement the interface policy indicated in the preceding chapter, it is recommended that the following regulation be added to the MAC zones:

> "Where a MAC1, 2 zoned lot faces (includes frontage or flankage) or abuts onto a residential property, a minimum 3 metre wide landscaped buffer and screen, which may include the City boulevard adjacent to the site, shall be provided and maintained along the interfacing property line by the property owner. Notwithstanding the above, driveways shall be permitted to cross this buffer strip, but shall be no larger than is necessary to accomplish the purpose they are to serve. For the purpose of this section, a buffer strip shall be defined as a parcel of land provided as a separation space between a MAC Zone and a residential use, acting as a sound and/or visual barrier through the usage of vegetative materials, fencing screening and/or berming."

This landscaping could include (by Zoning definition) land (i.e. vegetation, decorative fencing, etc.) or architectural (walls, other structures) treatments, thus providing the commercial land user with a variety of design options. As well, the inclusion of adjacent boulevards in this buffer would reduce the amount of private property which would have to be dedicated for this purpose.

CHAPTER V

Creation of a Commercial/Residential Interface Zone (CR Zone)

A significant issue which was raised earlier in this report dealt with an apparent zoning gap created by the MAC1, 2 and NC and LC zone purposes. It would appear that a need exists to develop a zoning classification which accommodates commercial land use on non-arterial streets peripheral to a residential area. This classification should complement both the adjacent arterial and residential zoning districts from both a use and regulatory perspective. Uses allowed in the zone should be those of a low traffic generating nature to reflect the limited traffic capacity of these minor streets and should be generally daytime operations to reduce the potential impact on the abutting neighbourhood. The purpose of this zone should be distinct from those of the NC and LC designations as it is not intended to accommodate neighbourhood oriented commercial services, but to provide for a more gradual transition between the higher density arterial commercial uses and zones and the low to medium density residential districts. In addition, the zone purpose and permitted and discretionary uses should be designed in a manner which ensures that they do not conflict with the role of the downtown area.

Policy Recommendations

On the basis of the above, policies guiding the application of this new zone should include the following:

a) THE CR - COMMERCIAL/RESIDENTIAL INTERFACE ZONE SHALL BE USED AS A TRANSITION OR BUFFER BETWEEN HIGH TRAFFIC GENERATING COMMERCIAL ZONES AND RESIDENTIAL NEIGHBOURHOODS.

b) THE CR - COMMERCIAL/RESIDENTIAL INTERFACE ZONE SHALL BE LIMITED TO LOW DENSITY, LOW TRAFFIC GENERATING COMMERCIAL AND MULTIPLE UNIT RESIDENTIAL DEVELOPMENT.

c) THE CR - COMMERCIAL/RESIDENTIAL INTERFACE ZONE SHALL BE APPLIED IN A MANNER WHICH WILL SUPPORT THE STABILITY AND VIABILITY OF ADJACENT RESIDENTIAL AREAS.

d) THE CR - COMMERCIAL/RESIDENTIAL INTERFACE ZONE SHALL BE RESTRICTED TO LOCATIONS ON MINOR ARTERIALS AND COLLECTOR STREETS ADJACENT TO RESIDENTIAL AREAS, AND TO LOCATIONS BETWEEN EXISTING MAC ZONES AND RESIDENTIAL AREAS.

e)i) FOR THE PURPOSE OF THIS SECTION A MINOR ARTERIAL SHALL BE DEFINED AS A STREET OR ROAD WHICH CARRIES TRAFFIC FROM A COLLECTOR STREET OR ROAD TO A MAJOR ARTERIAL STREET OR ROAD.

ii) FOR THE PURPOSE OF THIS SECTION, A COLLECTOR SHALL BE DEFINED AS A STREET OR ROAD DESIGNED TO INTERCEPT, COLLECT AND DISTRIBUTE TRAFFIC BETWEEN LOCAL AND ARTERIAL STREETS OR ROADS WITH DIRECT ACCESS TO ABUTTING PROPERTIES.

These policies should be added to those previously outlined in this study regarding the MAC 1, 2,-Major Arterial Commercial, HC-Highway Commercial and HS-Highway Service zones to provide a complete set of major arterial land use policy guidelines.

Commercial/Residential Interface Zone

Based upon the above policies, it is recommended that the general purpose of this new zone be as follows:

General Purpose

"The general purpose of this zone is to accommodate the development of low density, low traffic generating commercial, multiple unit residential and small scale retail/residential service uses in mixed-use buildings on minor arterials and collector streets adjacent to residential areas.

This zone is intended to be used as a transition or buffer between high traffic generating commercial zones and residential neighbourhoods and shall be applied in a manner which will support the stability and viability of these neighbourhoods."

Uses Allowed

The following uses would be permitted or discretionary in this zone, and have been developed to reflect the zone purpose:

Permitted Uses

a) Apartment Dwelling Units - Low Rise
b) Art Galleries
c) Day Care Centres
d) Libraries
e) Offices (general) in buildings of less than 500 square metres in gross floor area
f) Senior Citizen's Homes

Discretionary Uses

a) Eleemosynary Institutions
b) Mixed-Use Buildings
c) Nursery Schools - Type 1
d) Offices (general) in buildings of 500 or more square metres in gross floor area
e) Personal Service Establishments in buildings of less than 200 square metres in gross floor area
f) Retail Uses in Buildings of less than 200 square metres in gross floor area
g) Trade Union Halls

The land uses allowed in this zone have been selected on the basis of their compatibility with abutting residential uses and their appropriateness as a transition between a major arterial commercial and residential land use district. Residential uses of a medium density

nature (i.e. low rise apartments, senior citizens homes), low traffic generating commercial uses (offices), and community service uses (day care centres, art galleries, libraries) have been included in the permitted use category of the zone. Uses such as offices or retail functions which could, depending on their size, potentially conflict with the downtown area have either been restricted to a limited gross floor area, or placed in the discretionary use category.

Zone Regulations:

The regulations applicable to this zone were designed on the basis of its purpose and uses and embody aspects of both the MAC and neighbourhood commercial zones. The front yard setback, rear yard requirement, maximum height, floor area ratio and site coverage were devised to soften the impact of this zone on the residential areas which will immediately abut the zone. In addition, a front yard landscaping requirement, front yard parking restriction and dwelling unit amenity space requirement have been included to reflect the adjoining residential environment.

General Regulations	
Minimum Lot Area	$250m^2$
Minimum Lot Frontage	6m
Maximum Site Coverage	65%
Maximum F.A.R.	2.00
Front yard	4m
Single Side yard	0
Total Side yards	0
Rear yard	25% of lot area
Maximum Height	11m

Special Regulations

1) The minimum front yard shall be completely landscaped. However, driveways leading to parking areas located in the side or rear yards shall be permitted to cross the minimum front yard but they shall be no larger than is necessary to accomplish the purpose they are to serve.

2) No parking stalls shall be permitted to locate in a front yard.

3) Private amenity space shall be provided for apartment dwelling units and mixed-use buildings in this zone at the rate of 4.6 square metres per dwelling unit.

CHAPTER VI

ZONING IMPLEMENTATION

Application of Zoning

A number of land use and zoning policies have been developed in this report which should be utilized in the application of zoning on and immediately adjacent to major and minor arterial roads. The purpose of this section is to translate these policies into zoning to be applied to existing arterials, to point out the abnormalities and to recommend appropriate measures which will deal with these unusual situations.

1) Areas Inappropriately Zoned MAC which should remain as such -

There are a number of areas presently zoned MAC1, 2 - Major Arterial Commercial which have been identified as not being appropriate for this zone, given their location along local streets, collectors and minor arterials. However, in the majority of instances, these sites should not be rezoned since it would result in a large number of non-conforming situations. In addition, most uses in these areas are not creating any significant negative impact and, in fact, many are providing desirable services for the adjacent neighbourhood (i.e. Regent Park Shopping Centre, Broadway Avenue Shopping Centre). No extensions though, should be allowed in those areas which do not meet the policy objectives previously identified.

2) Creation of Non-conforming Situations through Elimination of Uses -

There are several uses which are proposed to be eliminated from the MAC1, 2 zones and as such, there are a few existing uses which will become legally non-conforming. These include:

a) warehouse (1200 Block Broad Street)
b) warehouses (600, 900, 1100 and 1200 Blocks Angus Street)
c) warehouses (1300, 1400 Blocks Park Street)
d) furniture retail and warehouse store (1170 and 1205 Broad Street)
e) auctioneering establishment (2510 - 4th Avenue North)
f) lumber yards (870 Albert Street, 10 Hesse Bay)
g) Community College (2702 - 12th Avenue)

An examination of the relatively few isolated uses which will not continue to be allowed under the MAC zoning indicates that the majority are considered to be light industrial uses (warehousing, furniture retailing, lumber yards and an auctioneering establishment). The one exception to this is the Community College.

All of the warehouse developments, with the exception of the warehouse on the 1200 Block Broad Street, are located immediately adjacent to a residential neighbourhood. As such, it does not appear appropriate to recognize warehousing (including auctioneering establishments) in an area which faces residential development. This type of use generates large service vehicle traffic and usually has extensive on-site storage.

As stated previously this use is better suited in areas zoned for light industrial uses. As well, several complaints have recently been received regarding the previously mentioned auctioneering establishment,

verifying the concern that this use is resulting in an inappropriate interface situation. It should be noted that the lumber yards (870 Albert Street, 10 Hesse Bay) would become legally non-conforming only regarding the aspect of the outdoor storage facilities. Otherwise, "Revelstoke" and "Viking" would be classified as home centres, which are allowed in MAC zones.

Accordingly, it is proposed to leave these warehouse-type uses that are adjacent to residential property in a non-conforming situation. It is hoped that eventually these sites will be redeveloped for more appropriate uses.

3) Areas Proposed to be Rezoned -

The review of major arterial land uses also pinpointed four areas where the existing zoning situations could more appropriately be addressed by rezonings to another zoning classification. The following is a discussion of these areas:

a) The HC-Highway Commercial zoning on North Albert Street has long been the subject of many controversial land use discussions. This would appear to partially be a result of the somewhat subjective location of the boundary line between the HC and MAC2 designations (3rd Avenue North serves as the approximate dividing line).

The original intent of the application of the HC - Highway Commercial zone in this area was to provide a district in the city which could be utilized exclusively for highway oriented commercial uses to serve the travelling public. However, the low level of demand in the market place for such a specialized grouping of uses has prevented North Albert Street from developing such an identity. In reality, the types of uses which have been developed in both the MAC2 and HC

zones are those which overlap these two zoning categories. The proliferation of restaurants, service stations and vehicle sales and rental operations along the total length of Albert Street, has made it difficult to perceive any significant physical differences between the zoning areas, rendering this zoning distinction somewhat meaningless.

This confusion is increased by the presence of various MAC2 spot zones which have over time been approved by City Council throughout the HC area.

Additionally, this portion of Albert Street does not conform physically, operationally or functionally, to standard engineering specifications for a "highway", as it is not a high speed boulevard-divided roadway with grade separated intersections. In fact, North Albert Street is considered, as is Albert Street as a whole, to be a major arterial roadway with its at grade intersections with on street parking provision. These same issues were raised in 1979 during the preparation of the Municipal Development plan, regarding the South Albert Street District, much of which was zoned HC at that time. As a result of these concerns, the South Albert Street area was rezoned entirely to MAC2.

It appears therefore, that HC zoning is no longer appropriate for the North Albert Street district. On this basis, it is proposed that all HC zoning on this strip be replaced by a MAC2 designation. Although such a zoning change would eliminate a substantial portion of the

City's reserve of HC zoned land, it should not create a problem for individuals wishing to develop highway oriented uses. The 1979 "Victoria Avenue East Zoning Review" which was appended to the Municipal Development Plan, estimates an annual Highway Commercial land absorption rate of approximately 1 acre. Despite the rezoning of these lands to MAC2, the existing HS - Highway Service zoned lands in conjunction with the recently approved HC zoning in Eastgate Commercial Park, both along Victoria Avenue East, should provide an adequate supply of highway commercial land to meet demands until at least the turn of the century. At the same time, upcoming annexations presently contemplated with the development of the Southeast Sector will bring another mile of land with Highway No. 1 frontage into the city which should, in conformity with the zoning policies previously noted in this report, be placed in a highway zone. In addition, although annexation of lands immediately north of the City is not presently proposed, the long term suburban growth and development could result in the creation of a highway district along Highway No. 6.

It should also be noted that a rezoning of the North Albert Street area to MAC2 would not create any non-conforming uses.

b) The west side of the 1400 Block of McIntyre Street is presenty zoned MAC1. However, an examination of the uses (see Map 4b) on this block face indicates a large proportion of light industrial uses. It is recommended that this block be rezoned to IA - Light Industrial to

more closely reflect the nature of this and surrounding non-arterial located properties. No non-conforming uses would be created by this amendment.

c) The land use review associated with this study indicated a number of MAC sites which would be most appropriately placed in the new proposed CR - Commercial/Residential Interface zone. These are discussed below:

i) The west side of the 1800 and 1900 blocks of Angus Street are presently zoned MAC1 (see Map 4d). However, these lots back directly onto an R4A - Residential Older Neighbourhood zoned area. Most of the uses currently located on these blocks are not creating any significant negative impact. Nonetheless, since traffic problems could result from a redevelopment of these properties under the MAC1 zoning, a less objectionable and more sensitive residential interface zone would be more appropriate. This is of particular concern as the adjacent residential area is part of the Cathedral Neighbourhood Improvement Area, which the City of Regina is attempting to stabilize and revitalize.

In view of the above, it is recommended that these blocks be placed in the CR zone. All of the uses on these blocks with one exception, would remain conforming after such a zoning change.

ii) Commercial uses at 766 Angus Street (architects office) and 802 Angus Street (service and repair shop and sales outlet) are presenty in a MAC1 zone (see Map 4a). However, these isolated uses are in the midst of a reasonably well maintained residential area. Although these uses are not presently creating a significant negative impact on the surrounding dwellings, the MAC1 zone and subsequent redevelopment potential does not appear to be appropriate at this location. In addition, access to this area is extremely restricted and requires the use of local streets, thereby magnifying the potential for future problems.

It would appear that the CR zone and its more sensitive interface, by virtue of its low density, low traffic generating uses would be appropriate at this location. The architect's office (professional office) would remain as a legally conforming use under this zone. However, the CR zone would not recognize the service, repair and sales shop use, and thus the CR zone would be of little value on this site. Since this use would not appear to be an appropriate long term use for the area, it is recommended that these lots be rezoned to R3 - Residential Older Neighbourhood, with a Section 10.11 designation to recognize the existing use. This would ensure that the present operation remains as a legal use, but that in the long term redevelopment would be required to be more compatible with this residential area.

iii) A rezoning request was submitted prior to the initiation of this study which raised the issue of the appropriateness of the R4A - Residential Older Neighbourhood zoning on the east side of the 2000 Block of Osler Street. The applicant pointed out the poor condition of the housing on the block and the fact that this strip is surrounded by non-residential zoning and uses as justification for a MAC1 - Major Arterial Commercial rezoning. Proposed redevelopment of the lots which the applicant owns involves the construction of a small office building.

This block was examined in the context of this study and it would appear that there is some validity to the claim that a commercial zoning on this block would be appropriate. The somewhat isolated row of detached dwellings is, in fact, surrounded by non-residential uses and zones, with a hotel and accessory parkade to the west zoned DC2 - Downtown Core Zone 2, a confectionary store and fast food outlet to the north along Victoria Avenue zoned MAC1, the former Regina Curling Club zoned I - Institutional and a communications office zoned NC - Neighbourhood Convenience to the east, with 13th Avenue defining the south boundary line of this block.

The 1981 "Major Arterial Commercial Residential Interface" Study indicted that more than 50% of the dwellings on this block face were in only fair or poor condition. Contact made with the owners of these properties in 1983 indicated that 90% of the

individuals were supportive of a commercial zoning change. They generally felt that residential development was no longer viable in this area and could not justify the great expense which would be required to bring some of these dwellings up to an acceptable structural and aesthetic standard.

It would appear, given the above, that a rezoning of this block from R4A to a commercial zone would be appropriate.

However, when this rezoning request was received in 1983, the only commercial zones which were available and could reasonably be placed on this block were the NC1 - Neighbourhood Commercial and MAC1 - Major Arterial Commercial designations. As this property is not located within a residential area, it could not be utilized practically as a neighbourhood service area (NC1 zone). Similarly, these lots are not located on a major arterial roadway, but on a local street which would not be capable of handling the potential high traffic which is characteristic of MAC1 uses. Thus, no legitimate option was available at that time.

Since that time, and with the advent of this study, the CR - Commercial/Residential Interface zone has been developed to address exactly this type of situation. The low density, low traffic generating uses allowed in this zone would be appropriate for this local street location and would serve to

provide a height and bulk transition between the higher density uses on Broad Street and the detached dwelling uses further to the east and south. As well, the moderate setbacks and residentially compatible siting required in this zone, in concert with the front yard landscaping requirements, would help to enhance this deteriorating area.

In view of the above, it is recommended that the east side of the 2000 Block of Osler Street be rezoned to CR - Commercial/Residential Interface.

iv) A portion of a triangle of land located at the intersection of Hillsdale Street and the Wascana Parkway was rezoned by City Council in 1982 to accommodate the development of an office park. This property was rezoned to NC2 - Neighbourhood Commercial, basically as the result of the lack of better zoning alternatives. Although this proposed office development will not be intended primarily to serve the adjacent community, the NC2 zone was the only zone available to accommodate office development without opening up possibilities of other inappropriate types of commercial uses such as many of those allowed in the MAC zone.

The creation of the CR zone provides an opportunity to apply a more appropriate zone to this property, without affecting the future development plans for this office park. The location of

this site in the midst of a residential area verifies the applicability of a commercial/residential interface zone. In fact, the CR zone is significantly less restrictive than the LC zone from a siting and bulk perspective. Its 4 metre front yard setback requirement and 2.00 maximum permitted floor area ratio would provide more development potential for the property owner than the LC zone's current 6 metre front yard setback requirement and 1.75 maximum permitted floor area ratio. In addition, the front yard landscaping requirements and front yard parking restriction would provide for a more aesthetically pleasant development than is currently the case with the LC zone.

It is thus recommended that this parcel be rezoned from LC - Local Commercial to CR - Commercial/Residential Interface zone.

CHAPTER VII

THE MAC ZONE AND PROPERTY ASSESSMENT

The issue of Municipal assessment has been raised previously in this report, specifically in the context of the impact of rezonings on property taxation. The rezoning of lands to MAC-Major Arterial Commercial, in particular, could have a significant effect on assessment levels. The following is a hypothetical case which demonstrates the possible serious financial implications of such a zoning change.

Location	Winnipeg Street
Lot Size	15.24m (50 feet) x 38.1m (125 feet)
Current Zoning	IA-Light Industrial
Current Assessment	$8,750
Proposed Zoning	MAC1-Major Arterial Commercial
Proposed Assessment	$16,250
Percentage Increase of assessment after rezoning	86

It is apparent that rezonings to MAC have a significant impact on assessment. Such a drastic increase in property taxes could result in an insurmountable hardship for a land owner. In view of this situation, the application of the MAC zone must be considered very carefully to ensure that these economic implications are warranted in the interest of good long range planning. This was taken into account in the preparation of the recommendations of this study and should be weighed carefully as part of any application for MAC zoning.

CHAPTER VIII

RECOMMENDATIONS

1. The following policies be added to Appendix A of the Municipal Development Plan, Policy and Implementation:

   1) "THE APPLICATION OF THE MAC1, 2 - MAJOR ARTERIAL COMMERCIAL, HC - HIGHWAY COMMERCIAL AND HS - HIGHWAY SERVICE ZONES SHALL BE IN ACCORDANCE WITH THE FOLLOWING POLICIES:

      a) THE MAC1, 2 - MAJOR ARTERIAL COMMERCIAL ZONES SHALL BE APPLIED ONLY TO THE FOLLOWING MAJOR ARTERIAL STREETS OR PORTIONS THEREOF. FOR THE PURPOSE OF THIS SECTION A MAJOR ARTERIAL SHALL BE DEFINED AS "A STREET OR ROAD WHICH IS DESIGNED TO CARRY TRAFFIC FROM ONE AREA OF THE CITY TO ANOTHER, WITH INTERSECTIONS AT GRADE AND DIRECT ACCESS TO ABUTTING PROPERTY". IT SHOULD ALSO BE NOTED THAT THESE AREAS HAVE BEEN DEFINED SO THAT ALL EXISTING RESIDENTIAL AREAS LOCATED ON THESE STREETS HAVE BEEN EXCLUDED.

         i) ALBERT STREET (EXCLUDING THE AREA BETWEEN COLLEGE AND 25th AVENUES)
         ii) ARCOLA AVENUE (NORTH OF VICTORIA AVENUE)
         iii) BROAD STREET (COLLEGE AVENUE TO 3RD AVENUE NORTH EXCEPTING THE WEST SIDE OF THE 2200 AND 2300 BLOCKS)
         iv) DEWDNEY AVENUE (GARNET STREET TO SMITH STREET)
         v) PARK STREET (NORTH OF 13TH AVENUE)
         vi) SASKATCHEWAN DRIVE (EXCEPTING THE NORTH SIDE WEST OF BROAD STREET AND EXCLUDING AREA WEST OF ELPHINSTONE STREET)
         vii) VICTORIA AVENUE (EAST OF WINNIPEG STREET TO RING ROAD)
         viii) WINNIPEG STREET (NORTH OF VICTORIA AVENUE)

      b) THERE SHALL BE NO EXTENSION OF THE MAC1, 2 ZONING FOR AREAS NOT INCLUDED IN SUBSECTION (a) OF THIS SECTION.

      c) THE MAC1 ZONE IS INTENDED TO REGULATE DEVELOPMENT ON SMALL LOTS IN THE INNER CITY, AND SHALL BE RESTRICTED TO AREAS DEFINED AS "OLDER NEIGHBOURHOODS" IN THE MUNICIPAL DEVELOPMENT PLAN.

      d) THE NATURE OF THE USES PERMITTED OR DISCRETIONARY IN MAC1, 2 ZONES SHALL BE SUCH THAT THEY DO NOT CONFLICT WITH THE ROLE AND FUNCTION OF THE DOWNTOWN.

      e) MAC1, 2 ZONED LOTS WHICH FACE (FRONTAGE OR FLANKAGE) OR ABUT ONTO RESIDENTIAL PROPERTIES SHALL PROVIDE A LANDSCAPE BUFFER OR SCREEN ALONG THE INTERFACING PROPERTY LINE, IN CONFORMANCE WITH APPLICABLE ZONING REGULATIONS.

2) THE HC ZONE MAY BE APPLIED TO ALL UNDEVELOPED SITES PRESENTLY LOCATED ALONG PORTIONS OF HIGHWAY #6 WHICH LIE BETWEEN THE RING ROAD/HIGHWAY #1 BYPASS AND THE CITY LIMITS.

3) THE HS ZONE SHALL BE APPLIED IN THE MANNER PRESCRIBED IN APPENDIX "R" 'THE "VICTORIA AVENUE EAST ZONING REVIEW" OF THE MUNICIPAL DEVELOPMENT PLAN."

2. "The application of the CR - Commercial/Residential Interface zone shall be in accordance with the following policies:

1) THE CR - COMMERCIAL/RESIDENTIAL INTERFACE ZONE SHALL BE USED AS A TRANSITION OR BUFFER BETWEEN HIGH TRAFFIC GENERATING COMMERCIAL ZONES AND RESIDENTIAL NEIGHBOURHOODS.

2) THE CR - COMMERCIAL/RESIDENTIAL INTERFACE ZONE SHALL BE LIMITED TO LOW DENSITY, LOW TRAFFIC GENERATING COMMERCIAL AND MULTIPLE UNIT RESIDENTIAL DEVELOPMENT.

3) THE CR - COMMERCIAL/RESIDENTIAL INTERFACE ZONE SHALL BE APPLIED IN A MANNER WHICH WILL SUPPORT THE STABILITY AND VIABILITY OF ADJACENT RESIDENTIAL AREAS.

4) THE CR - COMMERCIAL/RESIDENTIAL INTERFACE ZONE SHALL BE RESTRICTED TO LOCATIONS ON MINOR ARTERIALS AND COLLECTOR STREETS ADJACENT TO RESIDENTIAL AREAS AND TO LOCATIONS BETWEEN EXISTING MAC ZONES AND RESIDENTIAL AREAS.

5) a) FOR THE PURPOSE OF THIS SECTION, A MINOR ARTERIAL SHALL BE DEFINED AS AN UNDIVIDED STREET OR ROAD WHICH CARRIES TRAFFIC FROM A COLLECTOR STREET OR ROAD TO A MAJOR ARTERIAL STREET OR ROAD.

b) FOR THE PURPOSE OF THIS SECTION, A COLLECTOR SHALL BE DEFINED AS A STREET OR ROAD DESIGNED TO INTERCEPT, COLLECT AND DISTRIBUTE TRAFFIC BETWEEN LOCAL AND ARTERIAL STREETS OR ROADS WITH DIRECT ACCESS TO ABUTTING PROPERTIES".

3. That Appendix E of the Municipal Development Plan, Zoning Controls Text be amended as follows:

a) THAT THE MAC1, 2 - MAJOR ARTERIAL COMMERCIAL ZONE BE DELETED AND THE FOLLOWING NEW ZONE BE SUBSTITUTED FOR SAME:

GENERAL PURPOSE OF MAC ZONE

THE GENERAL PURPOSE OF THESE ZONES IS TO REGULATE COMMERCIAL DEVELOPMENT ALONG MAJOR ARTERIALS. MAJOR ARTERIALS SHALL BE LIMITED FOR THE APPLICATION OF THIS ZONING, TO THE FOLLOWING STREETS OR PORTIONS THEREOF:

1) ALBERT STREET (EXCLUDING THE AREA BETWEEN COLLEGE AND 25th AVENUES)
2) ARCOLA AVENUE (NORTH OF VICTORIA AVENUE)
3) BROAD STREET (COLLEGE AVENUE TO 3RD AVENUE NORTH EXCEPTING THE WEST SIDE OF THE 2200 AND 2300 BLOCKS)
4) DEWDNEY AVENUE (GARNET STREET TO SMITH STREET)
5) PARK STREET (NORTH OF 13TH AVENUE)
6) SASKATCHEWAN DRIVE (EXCEPTING THE NORTH SIDE WEST OF BROAD STREET AND EXCLUDING AREA WEST OF ELPHINSTONE STREET)
7) VICTORIA AVENUE (EAST OF WINNIPEG STREET TO RING ROAD)
8) WINNIPEG STREET (NORTH OF VICTORIA AVENUE)

USES ALLOWED IN THESE ZONES SHALL INCLUDE A VARIETY OF OFFICE USES AND RETAIL USES OF A LIMITED SIZE WHICH SERVE BOTH THE TRAVELLING PUBLIC AND THE RESIDENTS OF THE CITY AT LARGE, BUT WHICH DO NOT CONFLICT WITH THE ROLE AND FUNCTION OF THE DOWNTOWN AREA."

PERMITTED USES

THE FOLLOWING USES ARE PERMITTED IN MAC ZONES:

a) AMBULANCE SERVICE ESTABLISHMENTS
b) ANIMAL HOSPITALS
c) BAKERY SHOPS
d) BANKS OR FINANCIAL INSTITUTIONS
e) CHURCHES
f) CONFECTIONERY STORES
g) CONVENIENCE STORES
h) DAY CARE CENTRES
i) DRIVE-IN RESTAURANTS
j) FAST FOOD OUTLETS
k) FIRE STATIONS
l) GAS BARS
m) GROCERY STORES
n) GROUP HOMES - TYPE 2 (CRISIS CARE FACILITIES)
o) HOTELS OR MOTELS
p) LICENSED BEVERAGE ROOM
q) LICENSED COCKTAIL ROOM
r) LICENSED DINING ROOM
s) LICENSED RESTAURANT
t) LIQUOR STORES
u) MEDICAL OR DENTAL CLINICS
v) MEDICAL OR DENTAL LABORATORIES
w) MOBILE HOME, TRAILER, RECREATIONAL VEHICLE, SALE, RENTAL, SERVICE OR REPAIRS
x) MOTOR CLUB OFFICES
y) OFFICES OF LESS THAN 500 SQUARE METRES IN GROSS FLOOR AREA
z) PERSONAL SERVICE ESTABLISHMENTS
aa) POLICE STATIONS
bb) POST OFFICES
cc) RESTAURANTS
dd) RETAIL STORES OF LESS THAN 1000 SQUARE METRES IN GROSS FLOOR AREA

ee) REPAIR SHOPS
ff) SERVICE STATIONS
gg) VEHICULAR SALES, RENTALS, SERVICING OR REPAIRS

DISCRETIONARY USES

THE FOLLOWING ARE DISCRETIONARY USES IN MAC ZONES:

a) APARTMENT DWELLING UNITS
b) APARTMENT DWELLING UNITS - LOW RISE
c) BOWLING ALLEYS
d) CAR WASHES
e) COMMERCIAL AMUSEMENT PARKS
f) COMMERCIAL CLUBS
g) DWELLING UNITS IN THE SAME BUILDING AS A PERMITTED OR DISCRETIONARY USE IN THIS ZONE.
h) ELECTRONIC GAMES ESTABLISHMENTS
i) FUNERAL HOMES
k) HOME IMPROVEMENT CENTRES
l) LICENSED PRIVATE CLUBS
m) MOBILE SNACK DISPENSARY
n) NIGHT CLUBS
o) NURSERY SCHOOLS - TYPE 1
p) OFFICES OF 500 OR MORE SQUARE METRES IN GROSS FLOOR AREA
q) OFF-SITE CAVEATED PARKING
r) PRIVATE CLUBS
s) POOL HALLS
t) PUBLIC PARKING AREAS
u) RADIO, TELEVISION OR MICROWAVE TOWERS, SUBJECT TO THE PROVISIONS OF SECTION 10.1
v) RETAIL STORES OF 1,000 OR MORE SQUARE METRES IN GROSS FLOOR AREA
w) SHOPPING CENTRES CONTAINING USES THAT ARE PERMITTED OR DISCRETIONARY IN THIS ZONE
x) TRADE UNION HALLS

REGULATIONS

1. WHERE A MAC1, 2 ZONED LOT FACES (INCLUDES FRONTAGE, FLANKAGE AND REAR LOT LINE) ONTO A RESIDENTIAL PROPERTY, A MINIMUM 3 METRE WIDE LANDSCAPED BUFFER AND SCREEN, WHICH MAY INCLUDE THE CITY BOULEVARD ADJACENT TO THE SITE, SHALL BE PROVIDED AND MAINTAINED ALONG THE INTERFACING PROPERTY LINE BY THE PROPERTY OWNER.

2. THE MAXIMUM PERMITTED FLOOR AREA RATIO SHALL BE 3.0.

4. That Appendix E of the Municipal Development Plan, Zoning Controls Text be amended by adding the following:

c. CR: COMMERCIAL/RESIDENTIAL INTERFACE ZONE

GENERAL PURPOSE OF ZONE

THE GENERAL PURPOSE OF THIS ZONE IS TO ACCOMMODATE THE DEVELOPMENT OF LOW DENSITY, LOW TRAFFIC GENERATING COMMERCIAL, MULTIPLE UNIT RESIDENTIAL AND SMALL SCALE RETAIL/RESIDENTIAL SERVICE USES IN MIXED-USE BUILDINGS ON MINOR ARTERIALS AND COLLECTOR STREETS ADJACENT TO RESIDENTIAL AREAS.

THIS ZONE IS INTENDED TO BE USED AS A TRANSITION OR BUFFER BETWEEN HIGH TRAFFIC GENERATING COMMERCIAL ZONES AND RESIDENTIAL NEIGHBOURHOODS, AND SHALL BE APPLIED IN A MANNER WHICH WILL ENCOURAGE THE STABILITY AND VIABILITY OF THESE NEIGHBOURHOODS."

PERMITTED USES

THE FOLLOWING ARE PERMITTED USES IN CR ZONES:

a) APARTMENT DWELLINGS UNITS - LOW RISE
b) ART GALLERIES (PUBLIC OR PRIVATE)
c) DAY CARE CENTRES
d) LIBRARIES
e) OFFICES IN BUILDINGS OF LESS THAN 500 SQUARE METRES IN GROSS FLOOR AREA
f) SENIOR CITIZENS HOMES

DISCRETIONARY USES

THE FOLLOWING ARE DISCRETIONARY USES IN CR ZONES:

a) ELEEMOSYNARY INSTITUTIONS
b) MIXED-USE BUILDINGS
c) NURSERY SCHOOLS - TYPE 1
d) OFFICES IN BUILDINGS OF 500 OR MORE SQUARE METRES IN GROSS FLOOR AREA
e) PERSONAL SERVICE ESTABLISHMENTS IN BUILDING OF LESS THAN 200 SQUARE METRES IN GROSS FLOOR AREA
f) RETAIL USES IN BUILDINGS OF LESS THAN 200 SQUARE METRES IN GROSS FLOOR AREA
g) TRADE UNION HALLS

REGULATIONS

MINIMUM LOT AREA	$250m^2$
MINIMUM LOT FRONTAGE	6m
MAXIMUM SITE COVERAGE	65%
MAXIMUM F.A.R.	2.00
FRONT YARD	4m
SINGLE SIDE YARD	0
TOTAL SIDE YARDS	0
REAR YARD	25% of lot area
MAXIMUM HEIGHT	11m

SPECIAL REGULATIONS

1) THE MINIMUM FRONT YARD SHALL BE COMPLETELY LANDSCAPED. HOWEVER, DRIVEWAYS LEADING TO PARKING AREAS LOCATED IN THE SIDE OR REAR YARDS SHALL BE PERMITTED TO CROSS THE MINIMUM FRONT YARD BUT THEY SHALL BE NO LARGER THAN IS NECESSARY TO ACCOMPLISH THE PURPOSE THEY ARE TO SERVE.

2) NO PARKING STALLS SHALL BE PERMITTED TO LOCATE IN A FRONT YARD.

3) PRIVATE AMENITY SPACE SHALL BE PROVIDED FOR APARTMENT DWELLING UNITS AND MIXED-USE BUILDINGS IN THIS ZONE AT THE RATE OF 4.6 SQUARE METRES PER DWELLING UNIT.

5. THAT BLOCKS T2, T3, T4, PLAN 62R19206, CORONATION PARK, BLOCK 128, PLAN 59R13758, CORONATION PARK, BLOCKS U1, U2, U3, U4, V1, V2 AND V3, PLAN 62R19206, CORONATION PARK, BLOCK 48, PLAN 66R20197, CITY VIEW, LOT 1, BLOCK 33, PLAN 71R23965, HIGHLAND PARK, LOT 2, BLOCK 33, PLAN 74R23967, HIGHLAND PARK, LOTS 14 TO 20, BLOCK 33, PLAN Z140, HIGHLAND PARK, LOTS 5 TO 14, N 5' of 36 AND 37 TO 40, BLOCK 32, PLAN Z 140, HIGHLAND PARK, LOT A, BLOCK 32, PLAN 80R10585, HIGHLAND PARK, LOTS A AND B, BLOCK 65, PLAN 59R16918, CORONATION PARK, LOTS 21 TO 33, BLOCK 65, PLAN AP 5716, CORONATION PARK AND LOTS 21 TO 40, BLOCK 64, PLAN AP 5716, CORONATION PARK, ALL PRESENTLY ZONED HC - HIGHWAY COMMERCIAL BE REZONED MAC2 - MAJOR ARTERIAL COMMERCIAL.

6. THAT LOTS 11 TO 20, BLOCK 176, PLAN OLD 33 (WEST SIDE OF 1400 BLOCK MCINTYRE STREET) PRESENTLY ZONED MAC1 - MAJOR ARTERIAL COMMERCIAL BE REZONED TO IA1-LIGHT INDUSTRIAL.

7. THAT LOTS 11 TO 28, BLOCK 313, PLAN OLD 33 (WEST SIDE OF 1800 BLOCK ANGUS STREET AND LOTS 26 to 40, BLOCK 340, PLAN OLD 33 (WEST SIDE OF 1900 BLOCK ANGUS STREET) PRESENTLY ZONED MAC1-MAJOR ARTERIAL COMMERCIAL BE REZONED TO CR - COMMERCIAL/RESIDENTIAL INTERFACE.

8. THAT LOTS A, C AND P, BLOCK 10, PLAN 62R25495, WASHINGTON PARK (766 ANGUS STREET) PRESENTLY ZONED MAC1 - MAJOR ARTERIAL COMMERCIAL BE REZONED TO CR - COMMERCIAL/RESIDENTIAL INTERFACE.

9. THAT LOTS 39 AND 40, BLOCK 23, PLAN H 4670, WASHINGTON PARK (802 ANGUS STREET) PRESENTLY ZONED MAC1 - MAJOR ARTERIAL COMMERCIAL BE REZONED TO R3 - RESIDENTIAL OLDER NEIGHBOURHOOD.

10. THAT LOTS 26 TO 40, BLOCK 362, PLAN OLD 33 PRESENTLY ZONED R4A - RESIDENTIAL OLDER NEIGHBOURHOOD BE REZONED TO CR - COMMERCIAL/RESIDENTIAL INTERFACE.

11. THAT PARCEL D, PLAN 77RO7284, HILLSDALE COMMERCIAL SUBDIVISION PRESENTLY ZONED LC - LOCAL COMMERCIAL BE REZONED TO CR - COMMERCIAL/RESIDENTIAL INTERFACE.

1745D

APPENDIX 1

4.21 MAC1, MAC2: MAJOR ARTERIAL COMMERCIAL ZONES

GENERAL PURPOSE OF ZONE

The purpose of these zones is to regulate commercial development along and in close proximity to certain arterial streets. While the uses permitted in the MAC1 and MAC2 Zones are identical, the front yard requirements in the MAC2 Zone are more restrictive.

4.21.1 PERMITTED USES

The following are permitted uses in MAC Zones:

a) Banks or other Financial Institutions
b) Personal Service Establishments
c) Retail Stores of less than 1000 square metres of gross floor area
d) Furniture or Appliance Retailing Establishments
e) Restaurants
f) Liquor Stores
g) Printing or Photostating Establishments
h) Animal Hospitals
i) Auctioneering Establishments
j) Laundry or Dry Cleaning Plants
k) Business, Commercial or Technical Schools
l) Real Estate or Insurance Offices
m) Professional Offices
n) Medical or Dental Clinics
o) Medical or Dental Laboratories
p) Grocery Stores
q) Public Garages
r) Confectionary Stores
s) Bakery Shops
t) Service or Repair Shops
u) Funeral Homes
v) Hotels or Motels
w) Vehicular Sales, Rentals, Servicing or Repairs
x) Mobile Home, Trailer, Recreational Vehicle, Sales, Rentals, Servicing or Repairs
y) Service Stations
z) Bowling Alleys
aa) Offices of Administration, Sales or General Business of any nature
bb) Motor Club Offices
cc) Day Care Centres
dd) Churches
ee) Community Colleges

4.21.2 DISCRETIONARY USES

The following are discretionary uses in MAC Zones:

a) Dwelling Units in the same building as a permitted or discretionary use in this zone.

b) Apartment Dwelling Units - low rise
c) Apartment Dwelling Units
d) Drive-in Restaurants
e) Car Washes
f) Retail Stores of 1000 or more square metres of gross floor area
g) Commercial Entertainment Establishments
h) Health, Social, Recreational Clubs
i) Private Clubs
j) Trade Union Halls
k) Furniture or Appliance Warehousing Establishments
l) Warehousing
m) Lumber Yards
n) Shopping Centres containing uses that are permitted or discretionary in this zone
o) Off-site Caveated Parking
p) Radio, Television or Microwave Towers subject to the provisions of Section 10.1
q) Skateboard Rinks
r) Enclosed Hockey, Ice Skating or Roller Skating Rinks
s) Public Parking Areas
t) Fast Food Outlets
u) Home Improvement Centres
v) Mobile Snack Dispensary
w) Commercial Amusement Parks
x) Taxidermy Shops
y) Electronic Games Establishments
z) Pool Halls
aa) Nursery Schools - Type 1

4.21.3 REGULATIONS

The regulations respecting lot size, frontage, coverage, floor area ratio, building height and yards are as shown on Table 2, Commercial Zone Regulations, unless otherwise specified on the Zoning Maps.

APPENDIX 2

4.22A HS: HIGHWAY SERVICE ZONE

GENERAL PURPOSE OF ZONE

The purpose of this zone is to allow for development of low traffic generating commercial uses for the Victoria Avenue East Area including highway oriented uses for the travelling public.

4.22A.1 PERMITTED USES

The following are permitted uses in HS zones:

a) Service Stations with or without accessory automobile related uses
b) Hotels and Motels
c) Vehicular Sales, Service, Rentals or Repairs
d) Mobile Home, Trailer, Recreational Vehicle Sales, Rentals, Service or Repairs
e) Display and Sale of Prefabricated or Prepackaged Homes

4.22A.2 DISCRETIONARY USES

The following are discretionary uses in HS zones:

a) Restaurants with no drive-through service
b) Home Improvement Centres
c) Professional Offices
d) Offices for Administration, Sales or general business of any nature
e) Medical, Dental or research-oriented Laboratories
f) Real Estate Offices
g) Drive-In Theatres
h) Farm Implement, Large Equipment or Machinery Sales or Rentals
i) Animal Hospitals

4.22A.3 REGULATIONS

The regulations respecting lot area, frontage, coverage, floor area ratio, building height and yards are as shown on Table 2, Commercial Zone Regulations, unless otherwise specified on Zoning Maps.

APPENDIX 3

4.22 HC: HIGHWAY COMMERCIAL ZONE

GENERAL PURPOSE OF ZONE

The purpose of this Zone is to provide sufficient land adjacent to major routes entering the City for uses serving the travelling public or for uses requiring a high level of accessibility and substantial parking facilities. The access to highway commercial sites should not prejudice the standard of safety, convenience and speed appropriate to the highway. All development shall be of a high standard befitting the major entrances into the City.

4.22.1 PERMITTED USES

The following are permitted uses in HC Zones:

a) Service Stations
b) Restaurants
c) Drive-in Restaurants
d) Car Washes
e) Hotels or Motels
f) Animal Hospitals
g) Vehicular Sales, Service, Rentals or Repairs
h) Banks or other Financial Institutions
i) Mobile Home, Trailer, Recreational Vehicle Sales, Rentals, Services or Repairs
j) Display and sales of Prefabricated or Prepackaged Homes
k) Veterinary Clinics
l) Motor Club Offices

4.22.1 DISCRETIONARY USES

The following are discretionary uses in HC Zones:

a) Drive-in Theatres
b) Kennels
c) Farm Implement, Large Equipment or Machinery Sales or Rental
d) Liquor Stores
e) Commercial Amusement Parks
f) Commercial Entertainment Establishments
g) Churches
h) Day Care Centres
i) Home Improvement Centres
j) Fast Food Outlets
k) Skateboard Rinks
l) Enclosed Hockey, Ice Skating or Roller Skating Rinks
m) Confectionaries in the same building as a permitted or discretionary use
n) Nursery Schools - Type 1

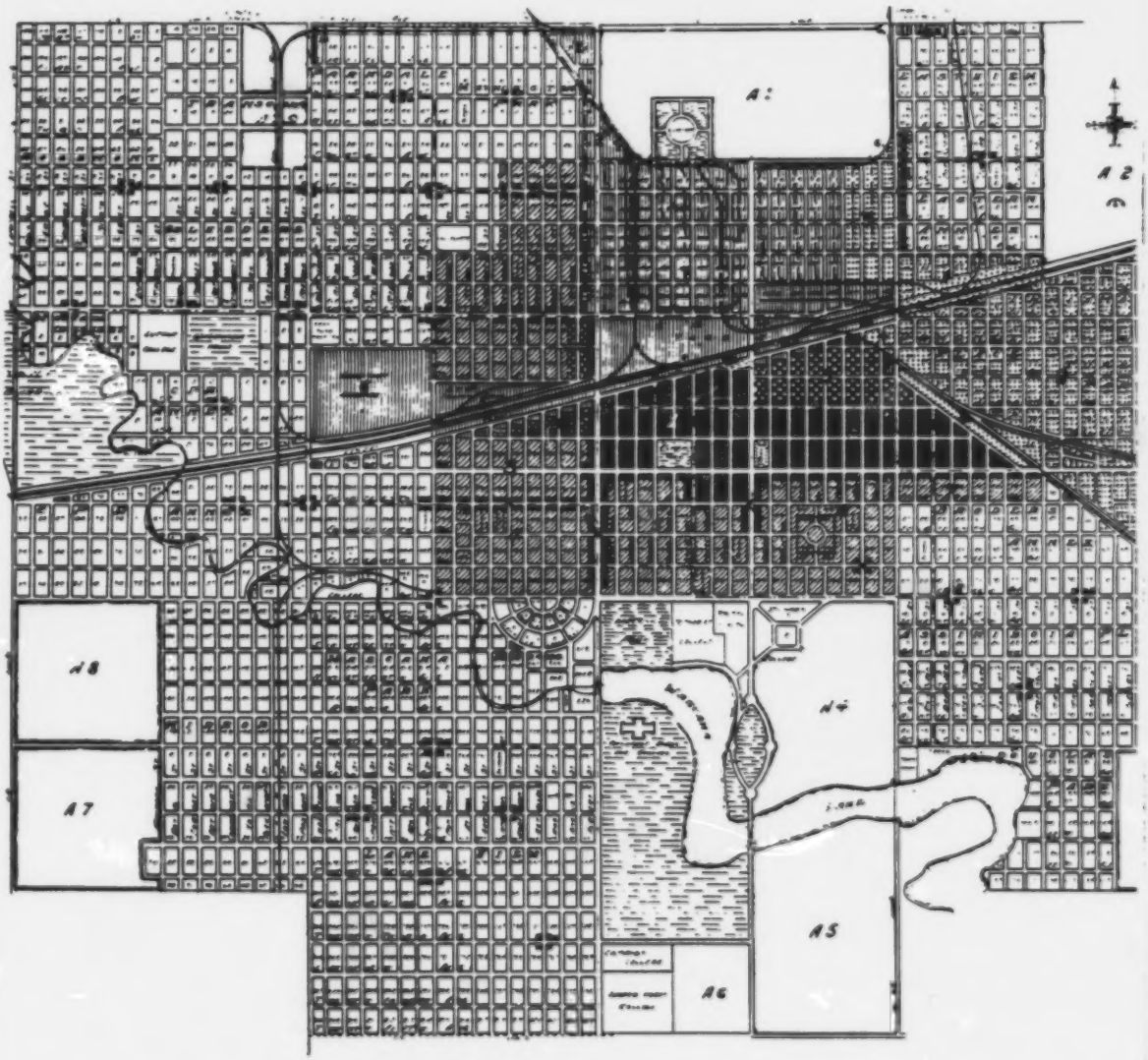
4.22.3 REGULATIONS

The regulations respecting lot, area, frontage, coverage, floor area ratio, building height and yards are shown on Table 2, Commercial Zone Regulations, unless otherwise specified on the Zoning Maps.

MAPS

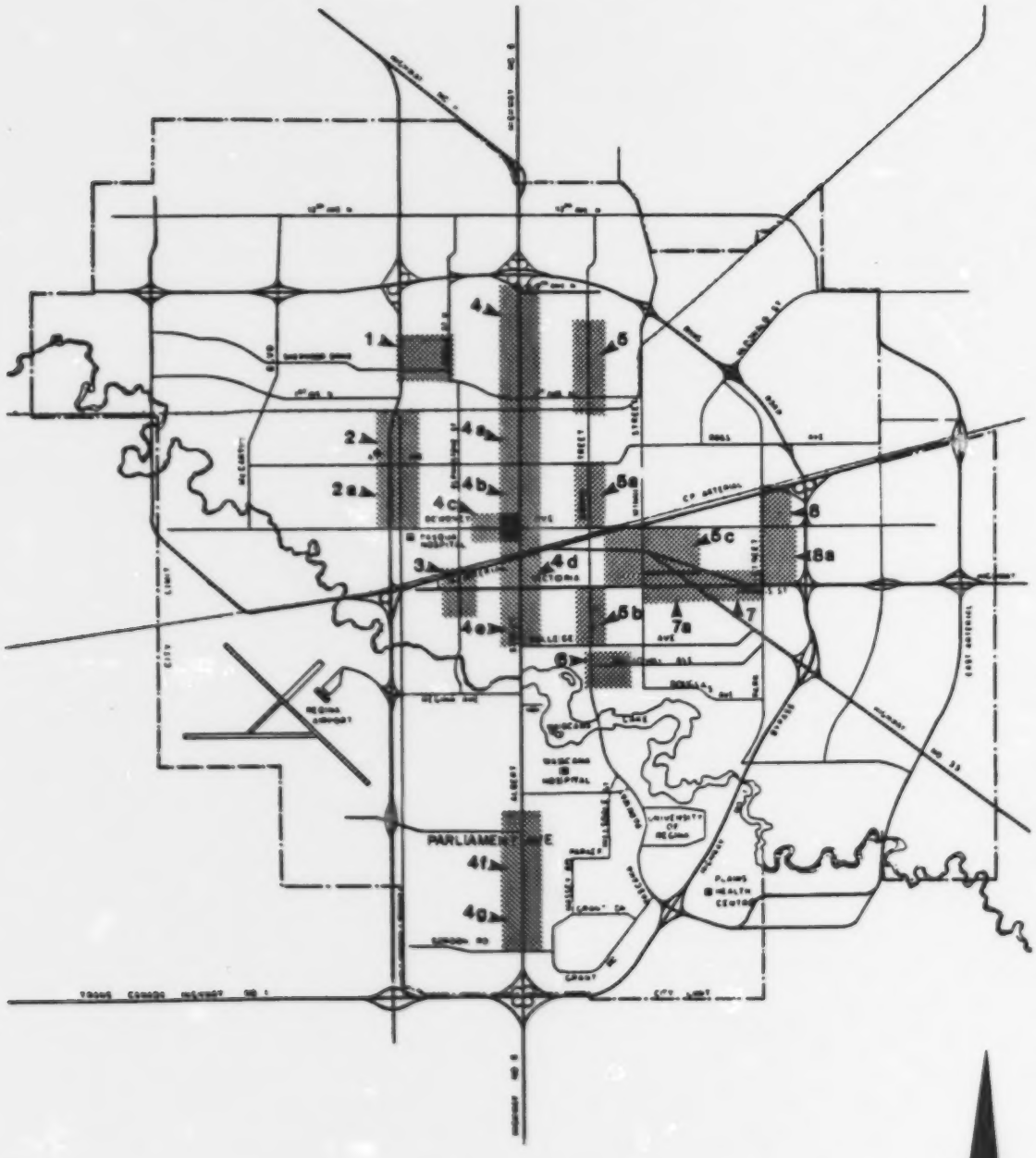
A

City of Regina Zoning Map, 1927



City of Regina Zoning Map 1927

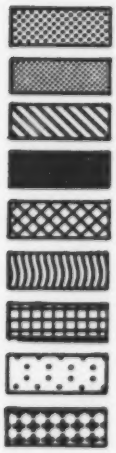
Residence "A"
Residence "B"
Business "A"
Business "B"
Industrial and Commercial "A"
Industrial and Commercial "B"


1
2
2a
3
4
4a
4b
4c
4d
4e
4f
4g
5
5a
5b
5c
6
7
7a
8
18a
PARLIAMENT PLACE

KEY MAP

LEGEND FOR MAPS 1 TO 8

LAND USE CATEGORIES



OFFICES (financial institutions, insurance, administration, general business or sales, real estate, professional, dental clinic, medical clinic)

RETAIL (confectionary, grocery store, shopping centre, pharmacy, garden centre, furniture sales, fast food outlets, restaurant, photocopying, liquor store)

RESIDENTIAL (single, multiple)

VEHICULAR SALES, SERVICES OR REPAIRS (service station, tractor sales, autobody shops)

LIGHT INDUSTRIAL (bakery, storage, transport, manufacturing, processing auctioneering establishments, warehousing including furniture and appliance)

MOTELS, HOTELS

ENTERTAINMENT AND RECREATION (bowling lanes, electronic games, pool halls, cultural club, art gallery, curling rink, recreational club)

VACANT LOTS (includes surface parking)

INSTITUTIONAL / PUBLIC SERVICE (churches, funeral homes, schools, Salvation Army, library)

ZONING DISTRICTS

Residential

R1	-	Residential Suburban Detached
R1A	-	Residential Older Neighbourhood Detached
R2	-	Residential Suburban Semi-Detached
R3	-	Residential Older Neighbourhood
R4	-	Residential Older Neighbourhood
R4A	-	Residential Older Neighbourhood
R6	-	Residential Suburban Multiple Housing
R7	-	Residential Mobile Home
R8	-	Residential Suburban Compact Housing
R9	-	Innismore Residential Transitional
RM	-	Residential Mixed Use
TAR	-	Transitional Area Residential
CARC	-	College Ave Residential/Commercial Zone

Commercial

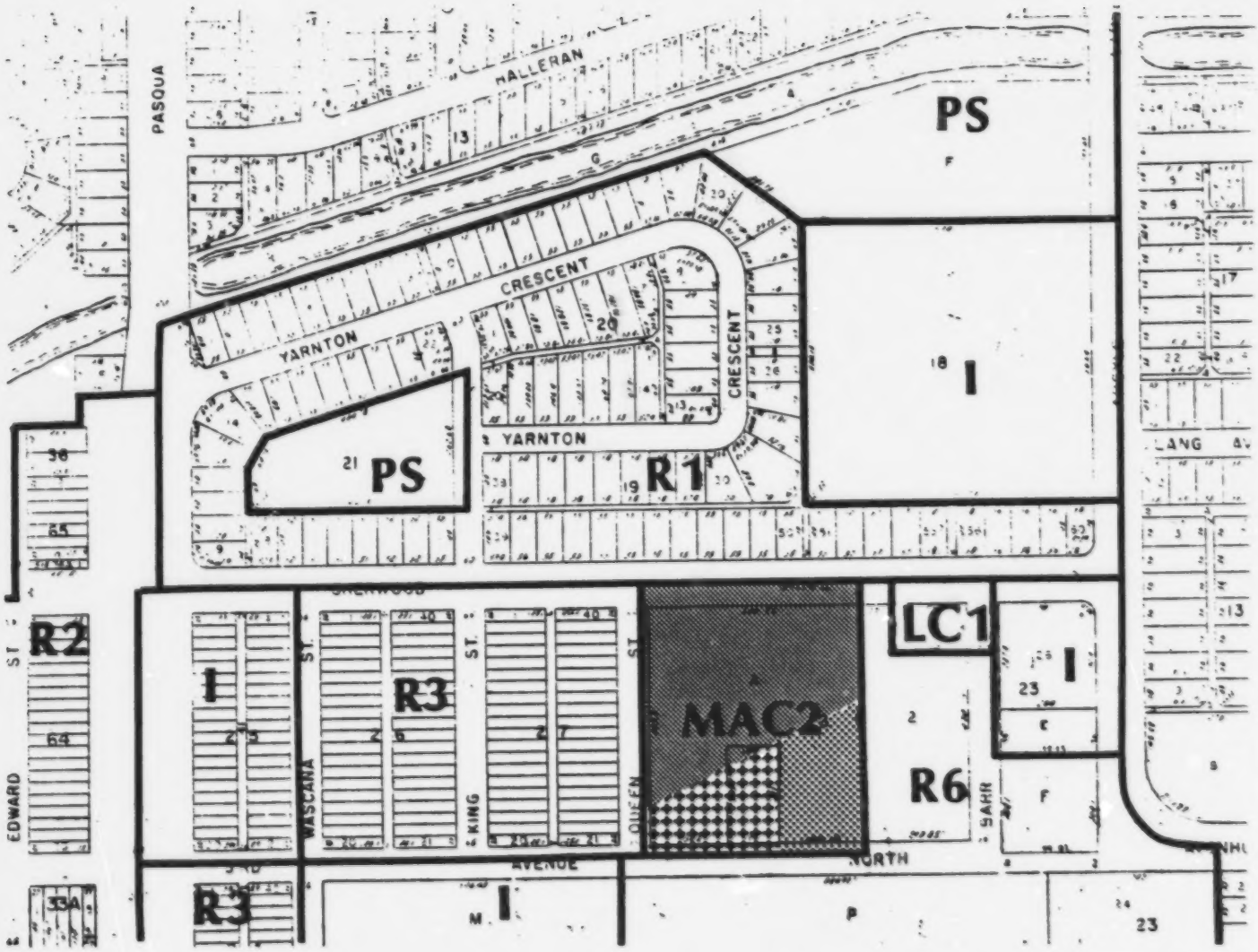
NC	-	Neighbourhood Convenience
LC1,2	-	Local Commercial
HC	-	Highway Commercial
MAC1	-	Major Arterial Commercial
MAC2	-	Major Arterial Commercial
DSC	-	Designed Shopping Centre
DC1	-	Downtown Core Zone 1
DC2	-	Downtown Core Zone 2
DC3	-	Downtown Core Zone 3
ICC	-	Inner City Commercial
HS	-	Highway Service
TAS	-	Transitional Area Service

Industrial

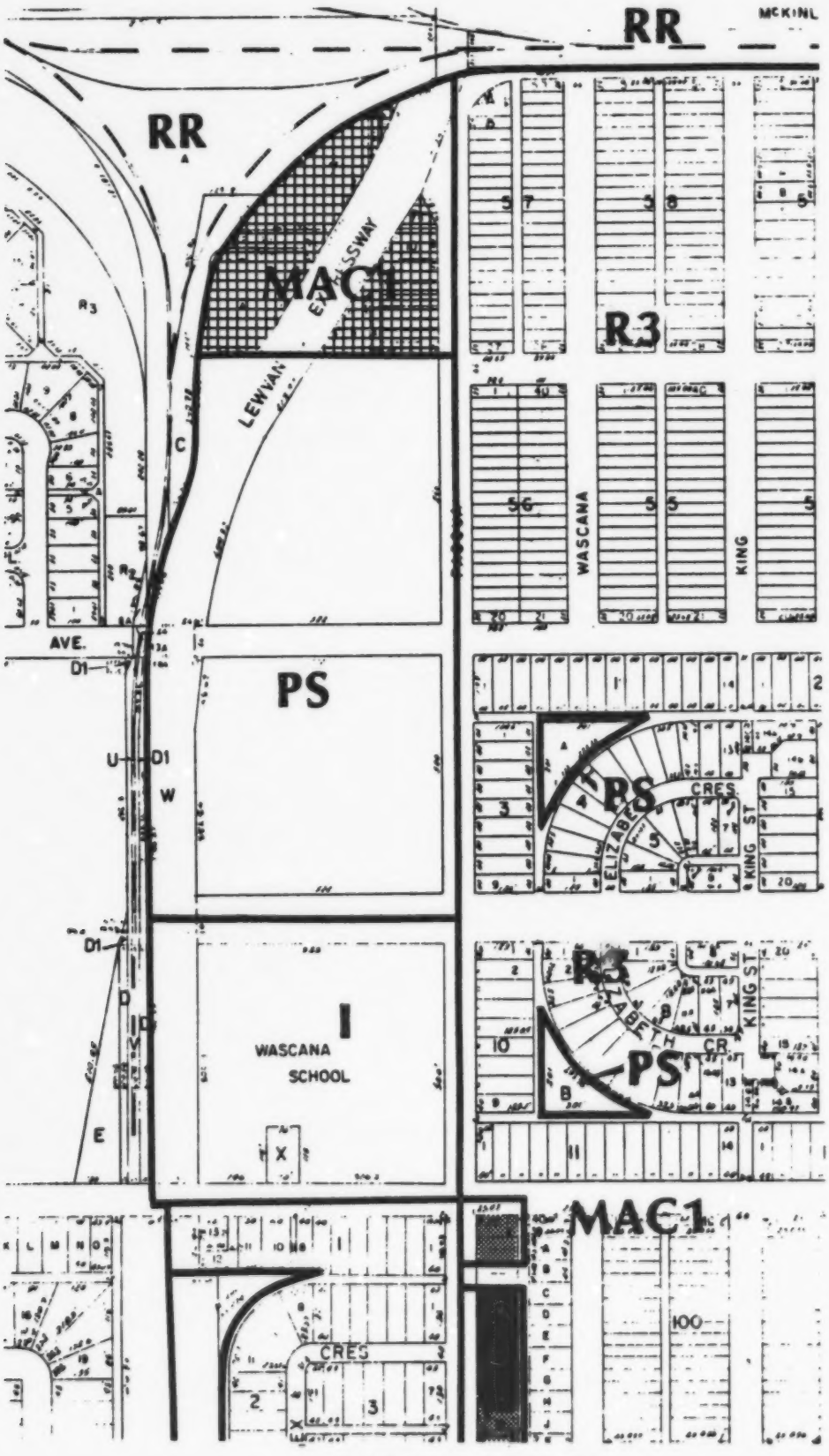
IP	-	Prestige Industrial Service
IA	-	Light Industrial
IAI	-	Light Industrial
IB	-	Medium Industrial
IBI	-	Medium Industrial
IC	-	Heavy Industrial
ICI	-	Heavy Industrial
IT	-	Tuxedo Park
WH	-	Dewdney Avenue Warehouse

Regulatory

H	-	Height
P	-	Person Per Hectare
F	-	Floor Area Ratio



SHERWOOD DRIVE AND QUEEN STREET

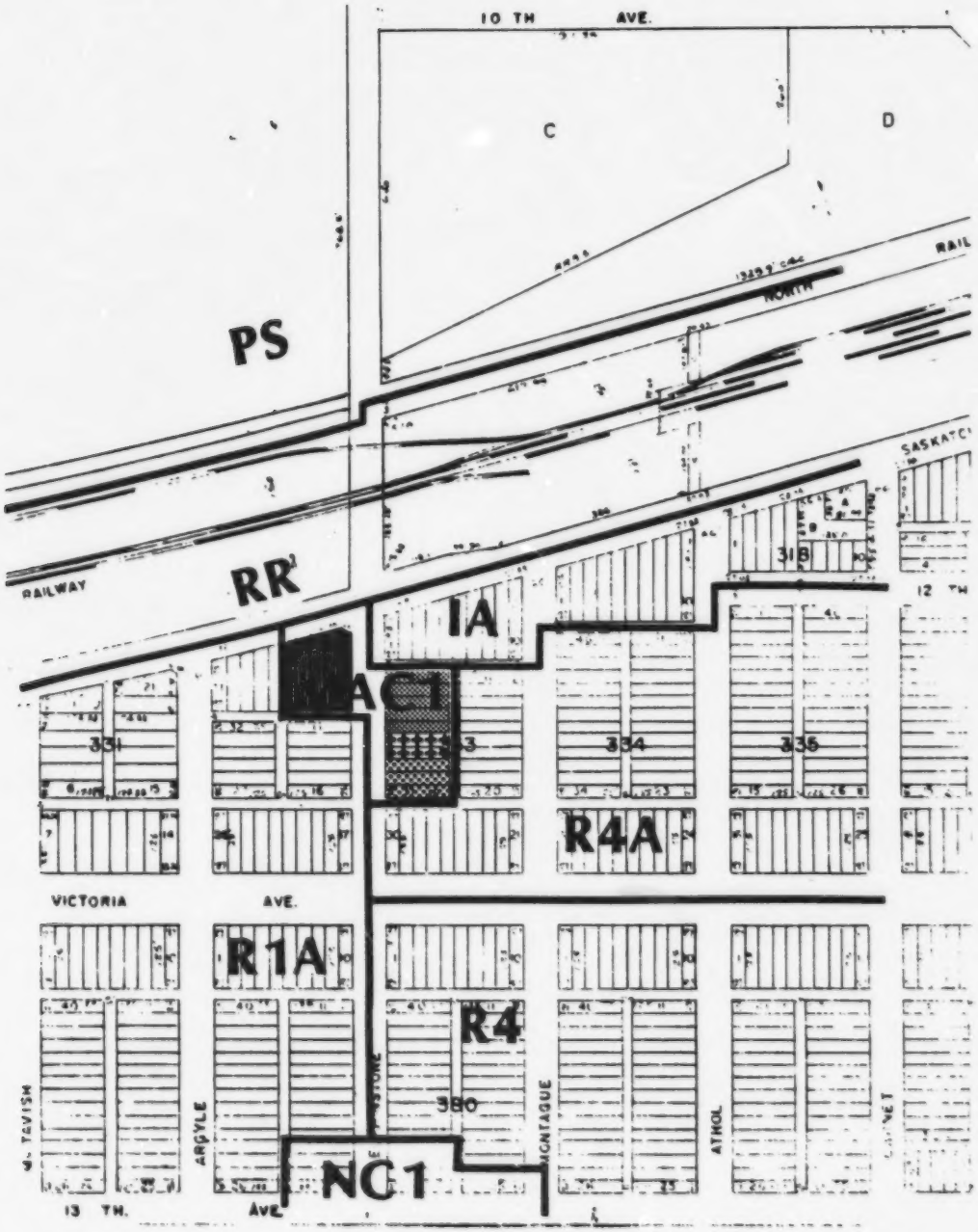


PASQUA STREET

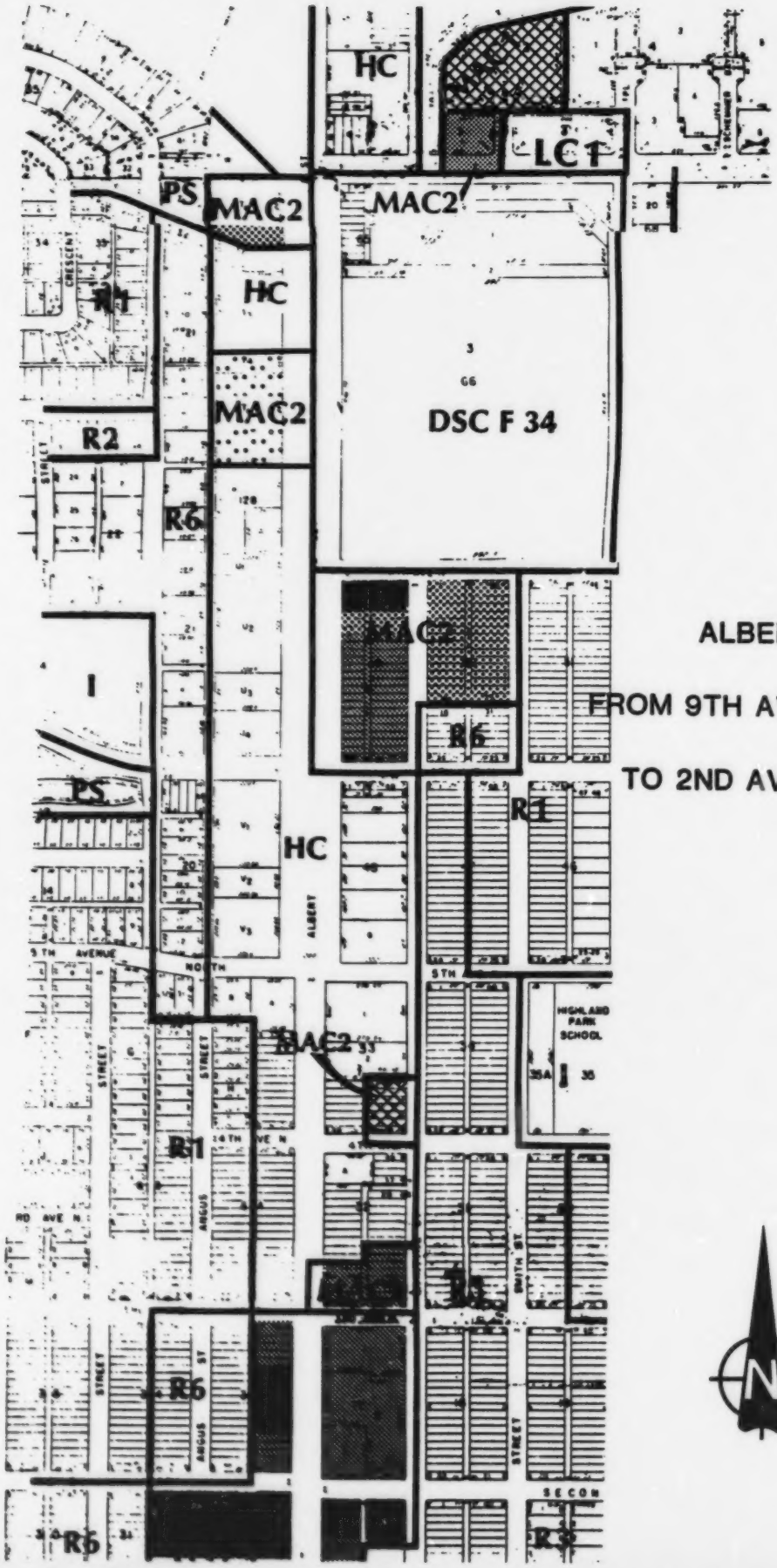
FROM McKINLY AVENUE TO SUSSEX CRESCENT

PASQUA STREET

FROM SUSSEX CRESCENT TO DEWDNEY AVENUE



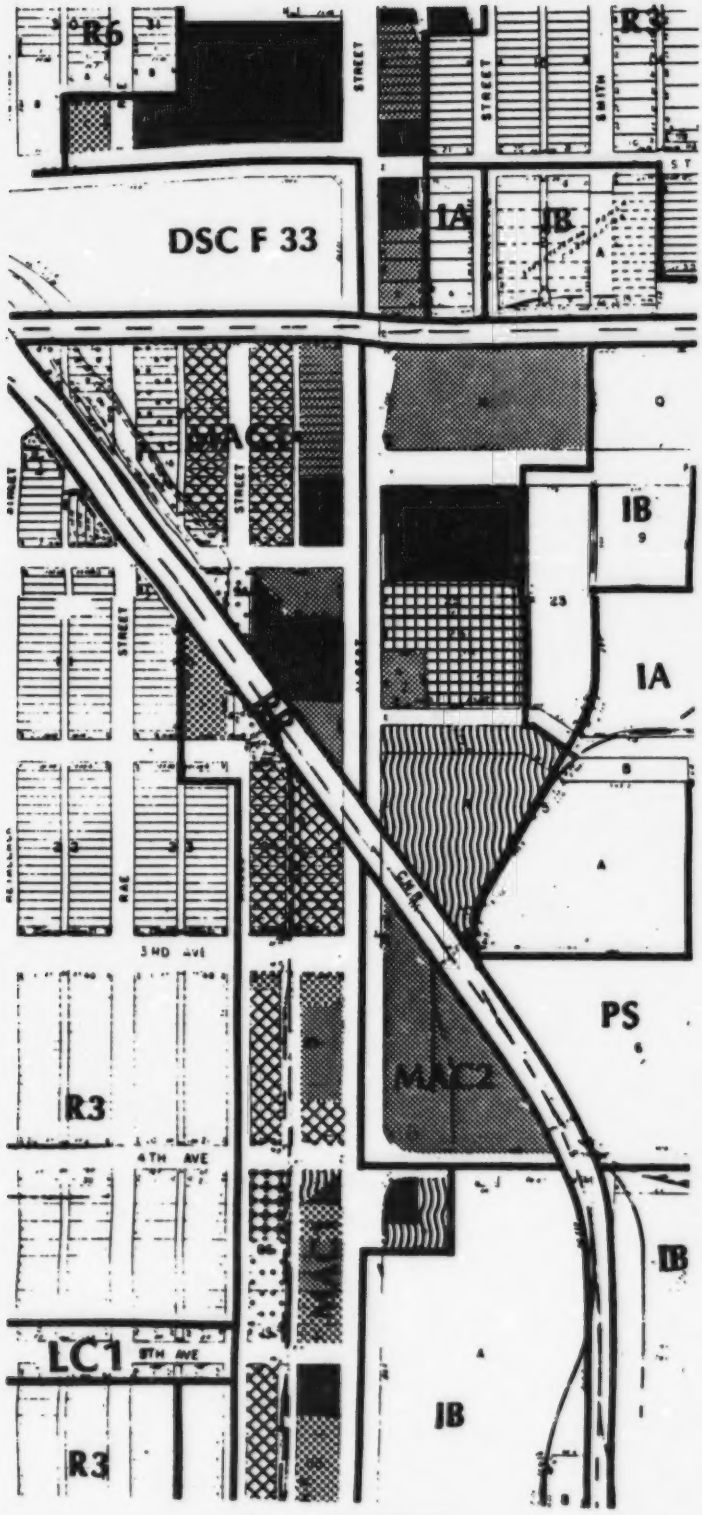
SASKATCHEWAN DRIVE AND ELPHINSTONE STREET



ALBERT STREET

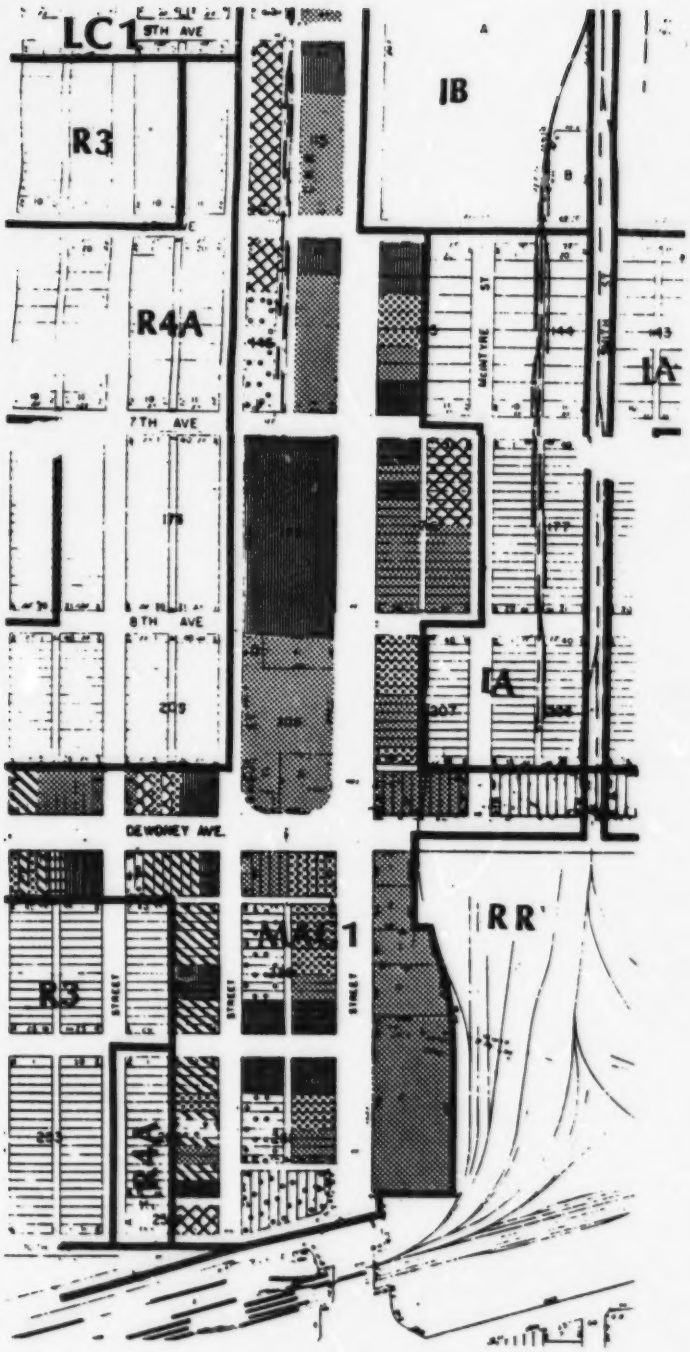
FROM 9TH AVENUE NORTH

TO 2ND AVENUE NORTH



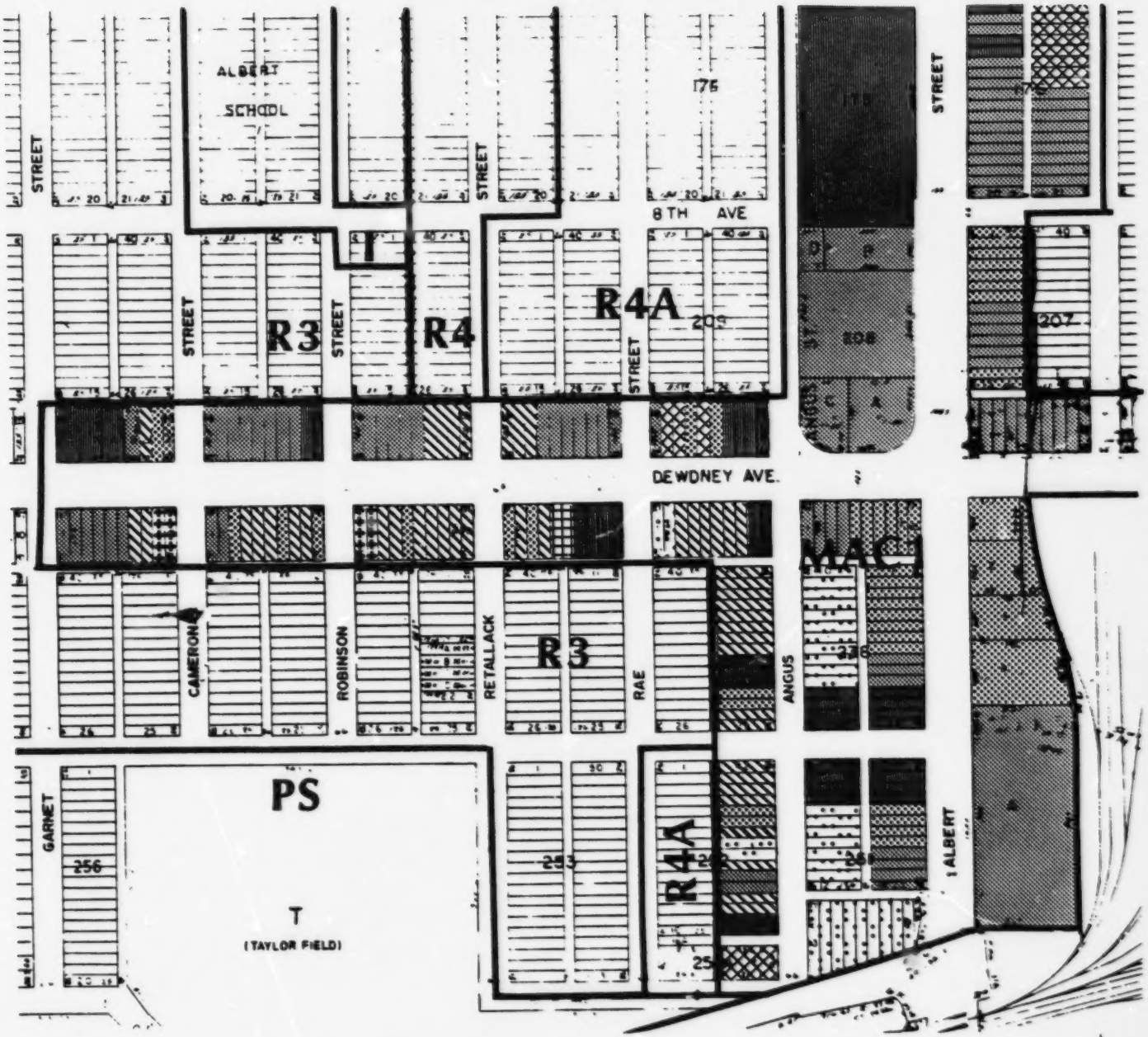
ALERT STREET

FROM 2ND AVENUE NORTH TO 5TH AVENUE



ALBERT STREET

FROM 5TH AVENUE TO SASKATCHEWAN DRIVE



DEWDNEY AVENUE

FROM ALBERT STREET TO GARNET STREET

ALBERT STREET

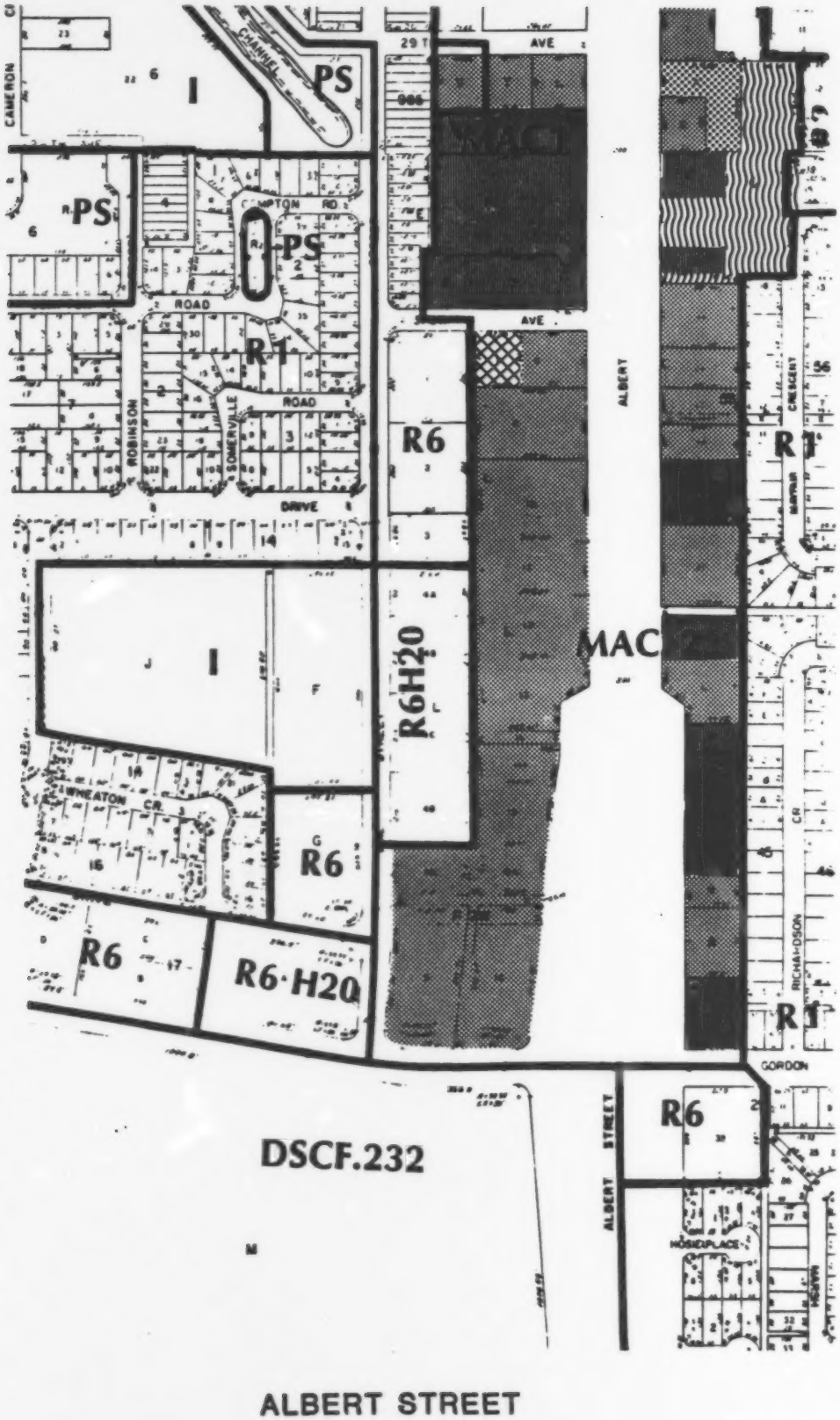
FROM SASKATCHEWAN DRIVE TO VICTORIA AVENUE

ALBERT STREET

FROM VICTORIA AVENUE TO COLLEGE AVENUE

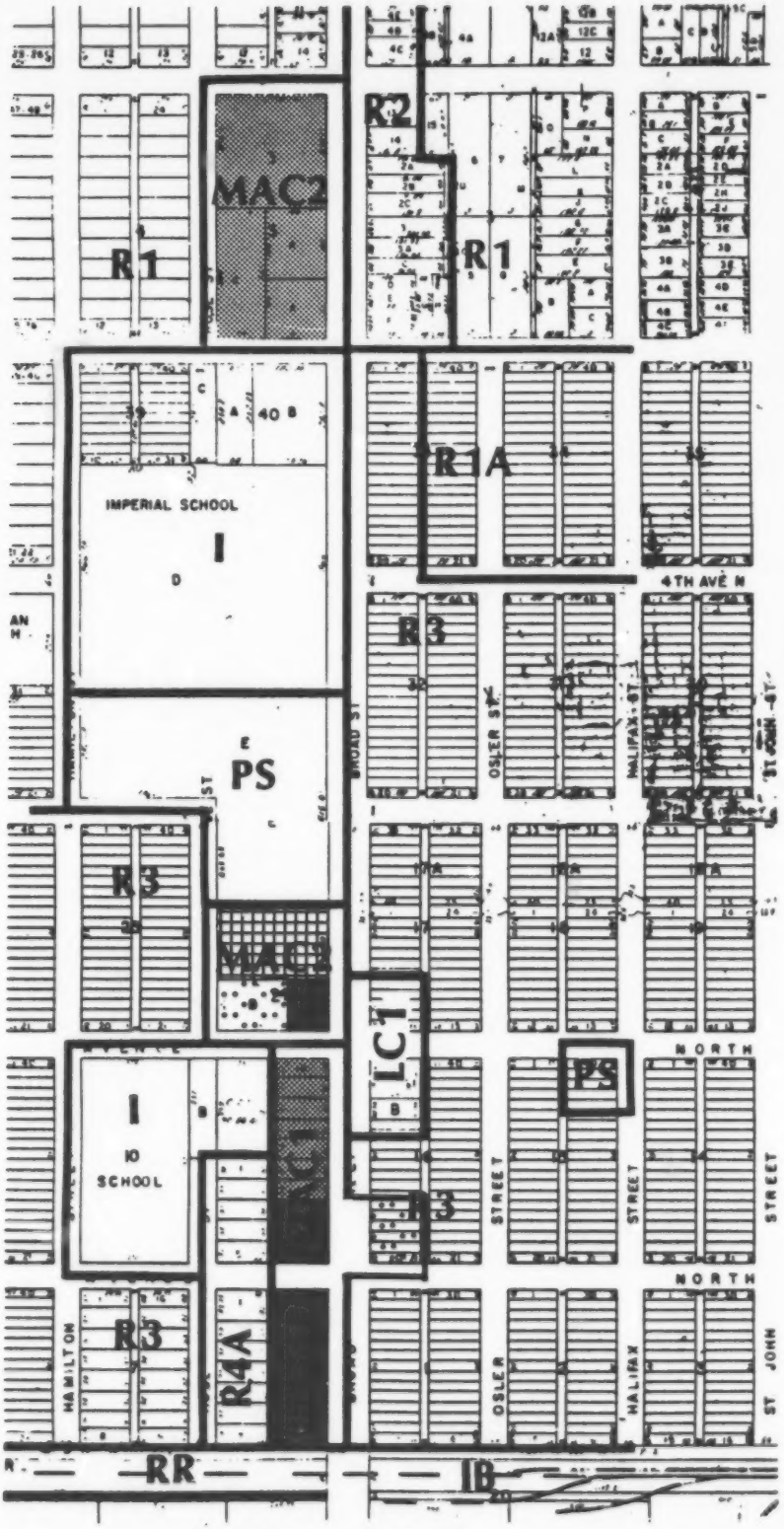
ALBERT STREET

FROM 25TH AVENUE TO 29TH AVENUE



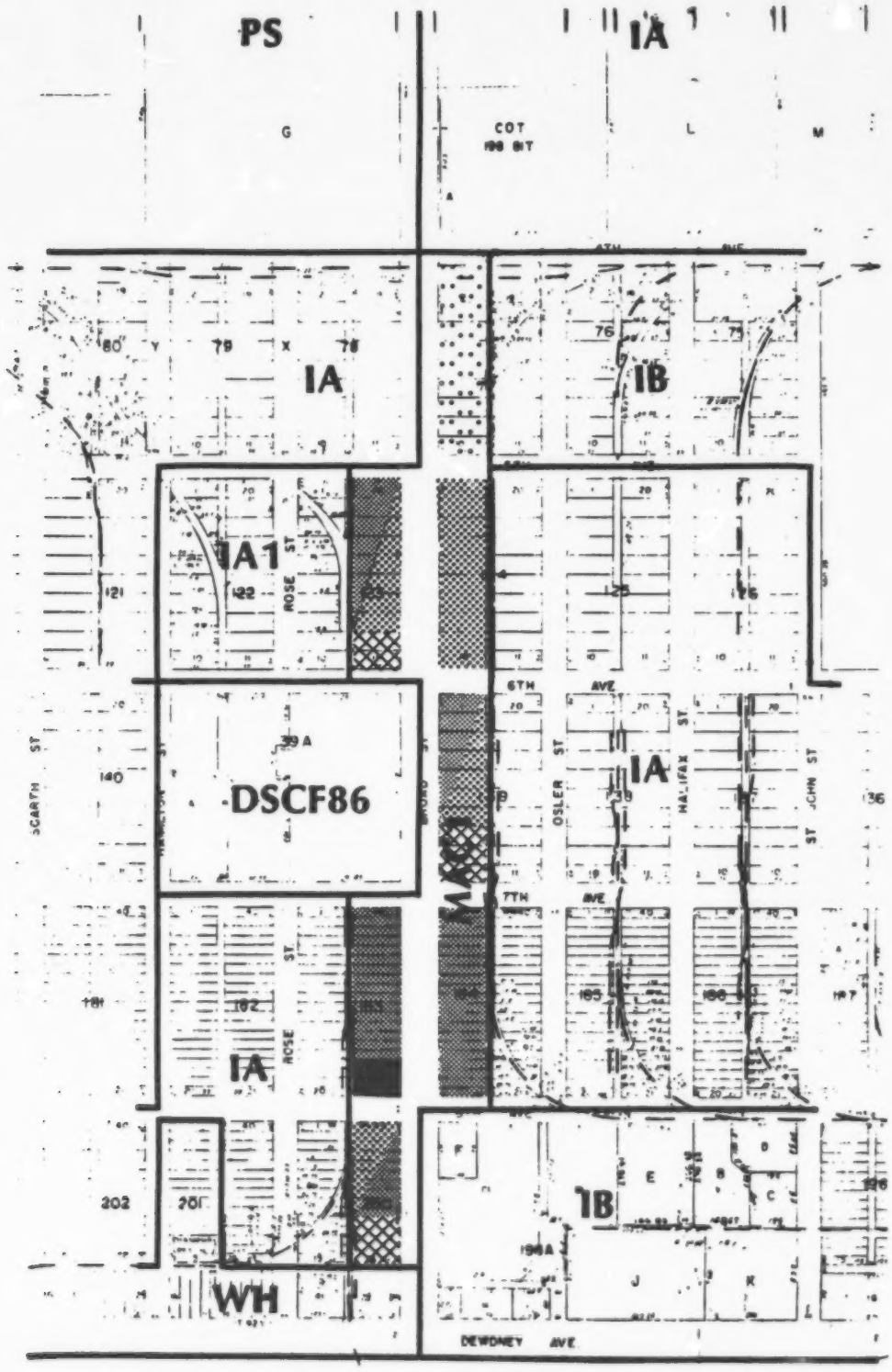
ALBERT STREET

FROM 29TH AVENUE TO GORDON ROAD



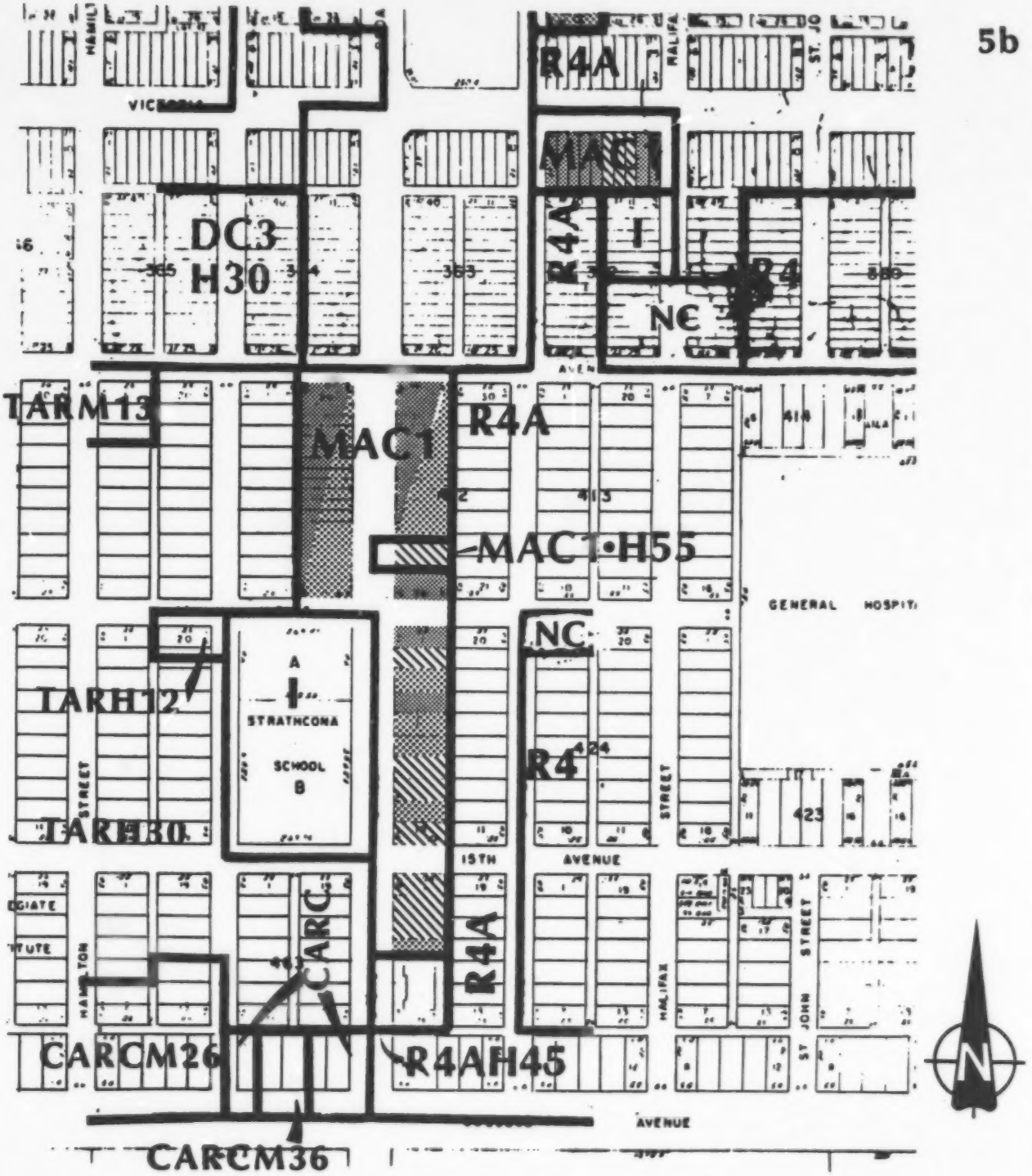
BROAD STREET

FROM 6TH AVENUE NORTH TO 1ST AVENUE NORTH



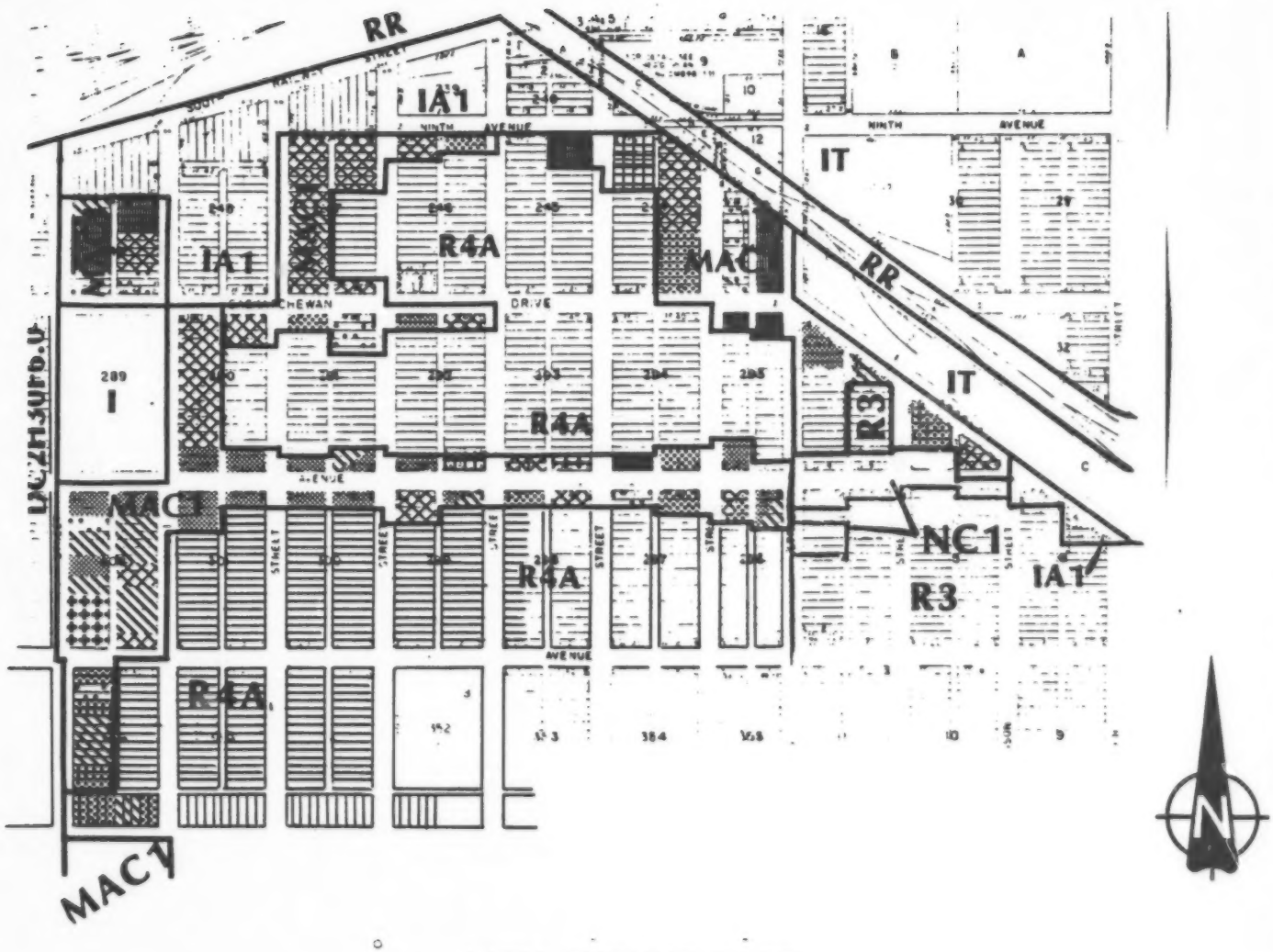
BROAD STREET

FROM 4TH AVENUE TO DEWDNEY AVENUE

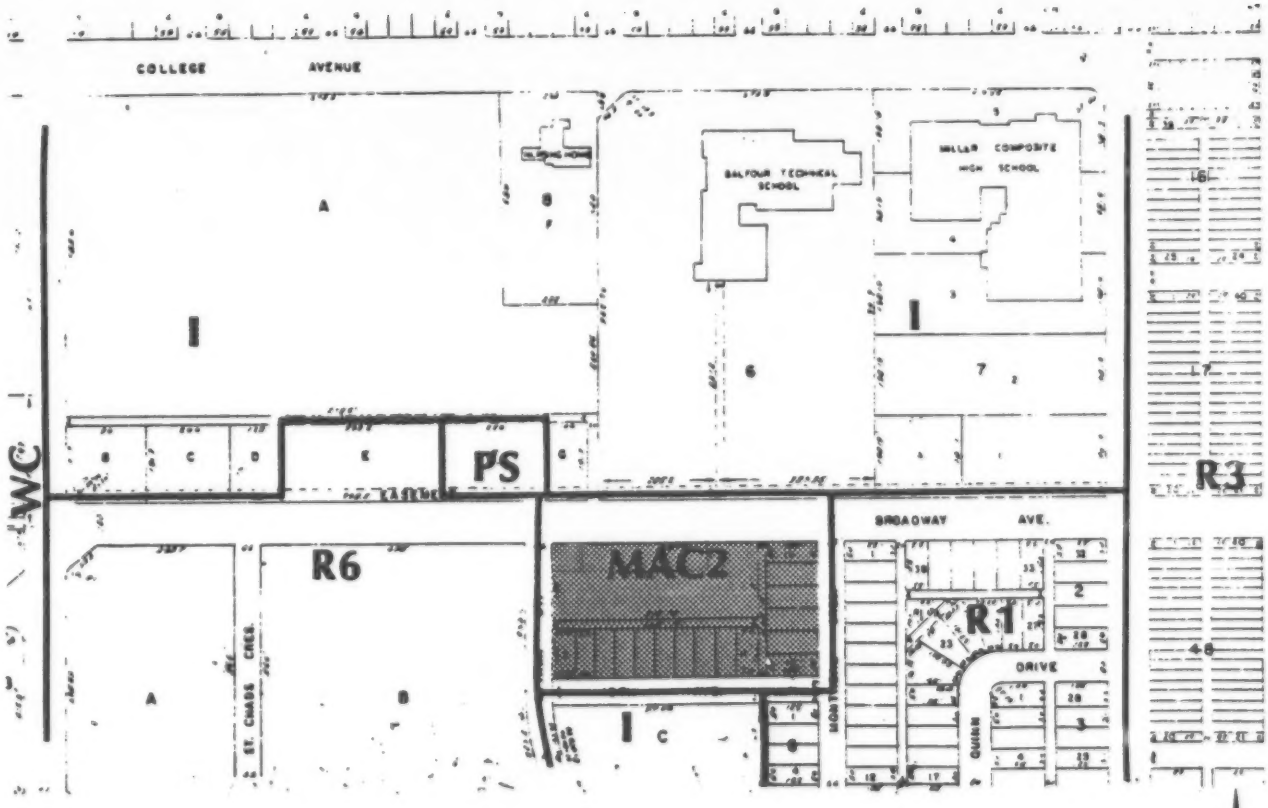


BROAD STREET

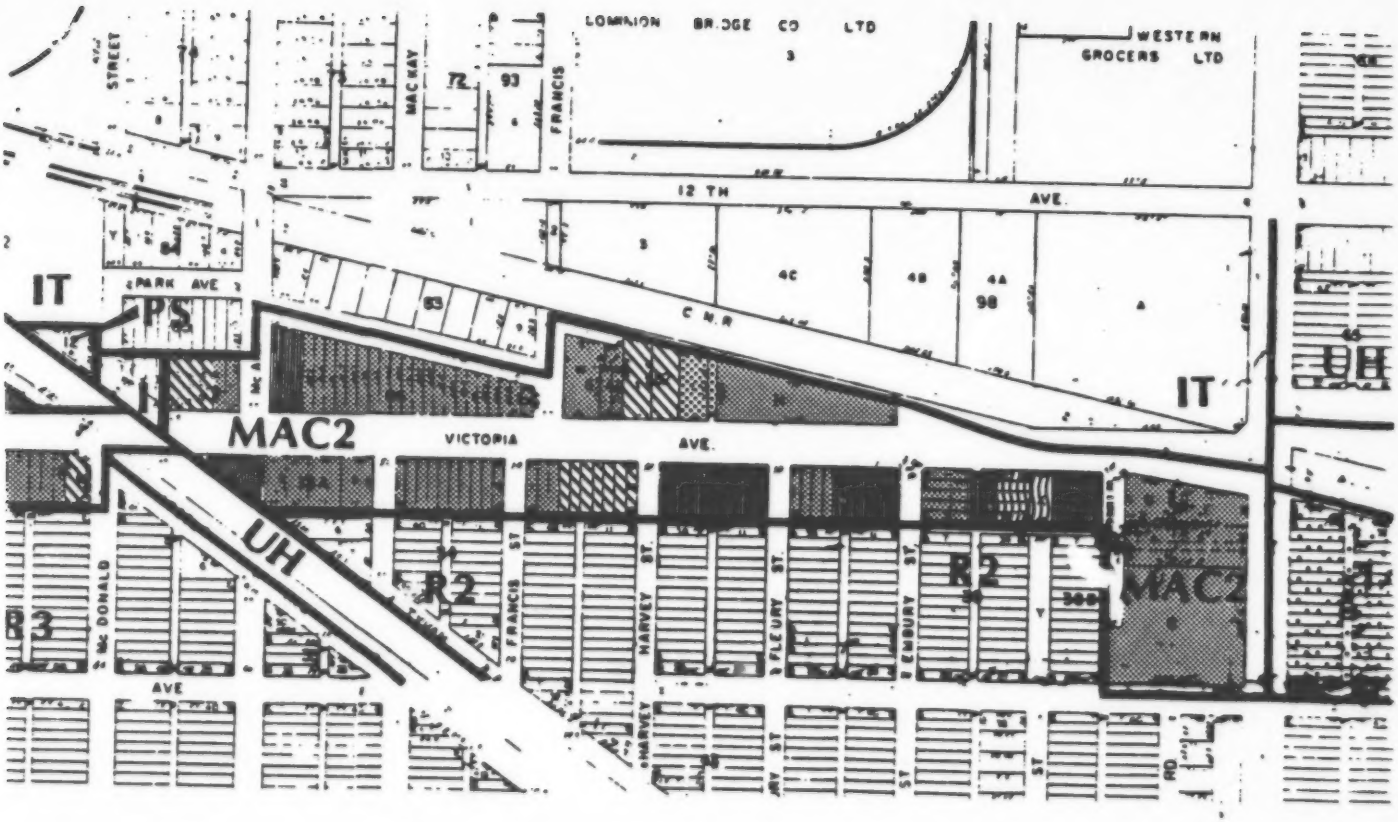
FROM VICTORIA AVENUE TO COLLEGE AVENUE



11TH AVENUE EAST

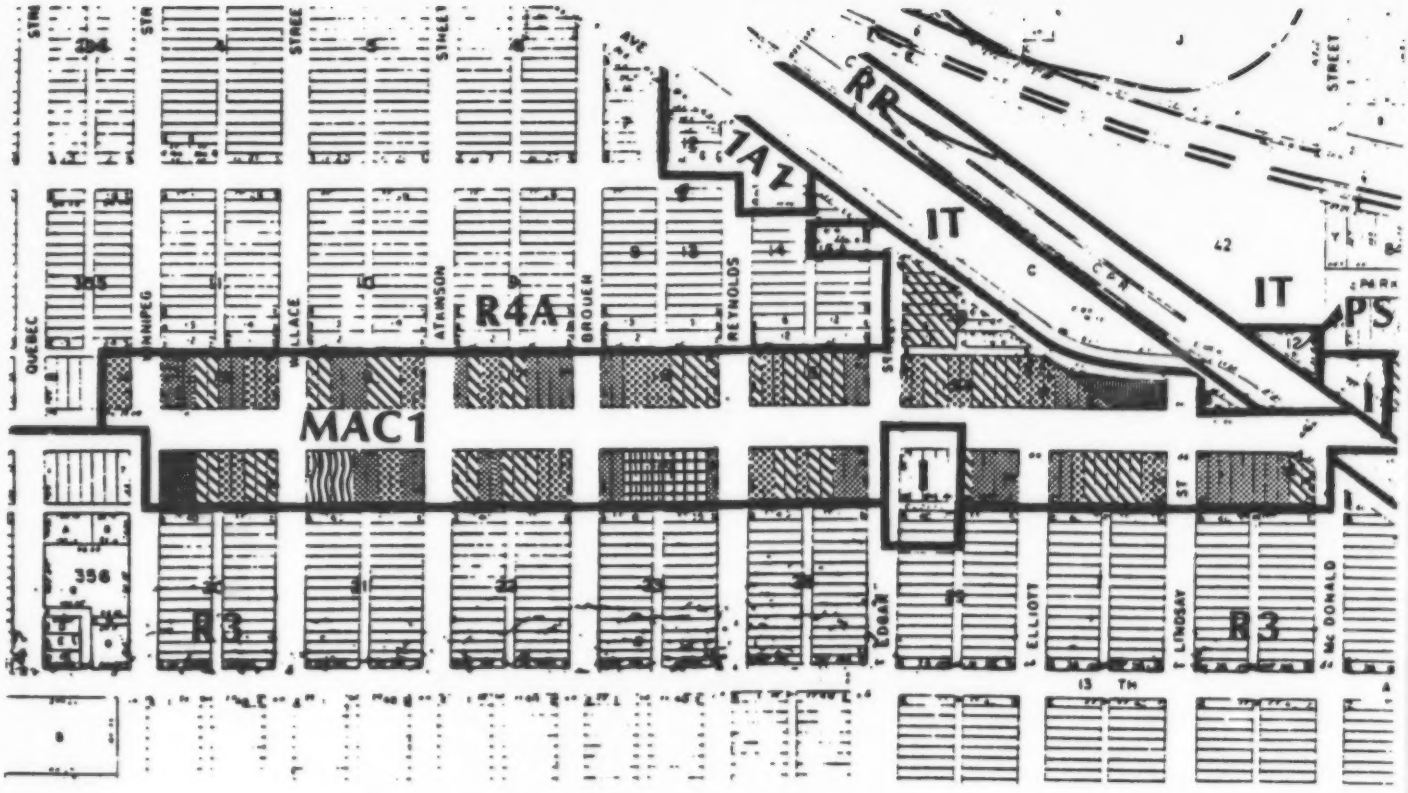


BROADWAY AVENUE AND OTTAWA STREET



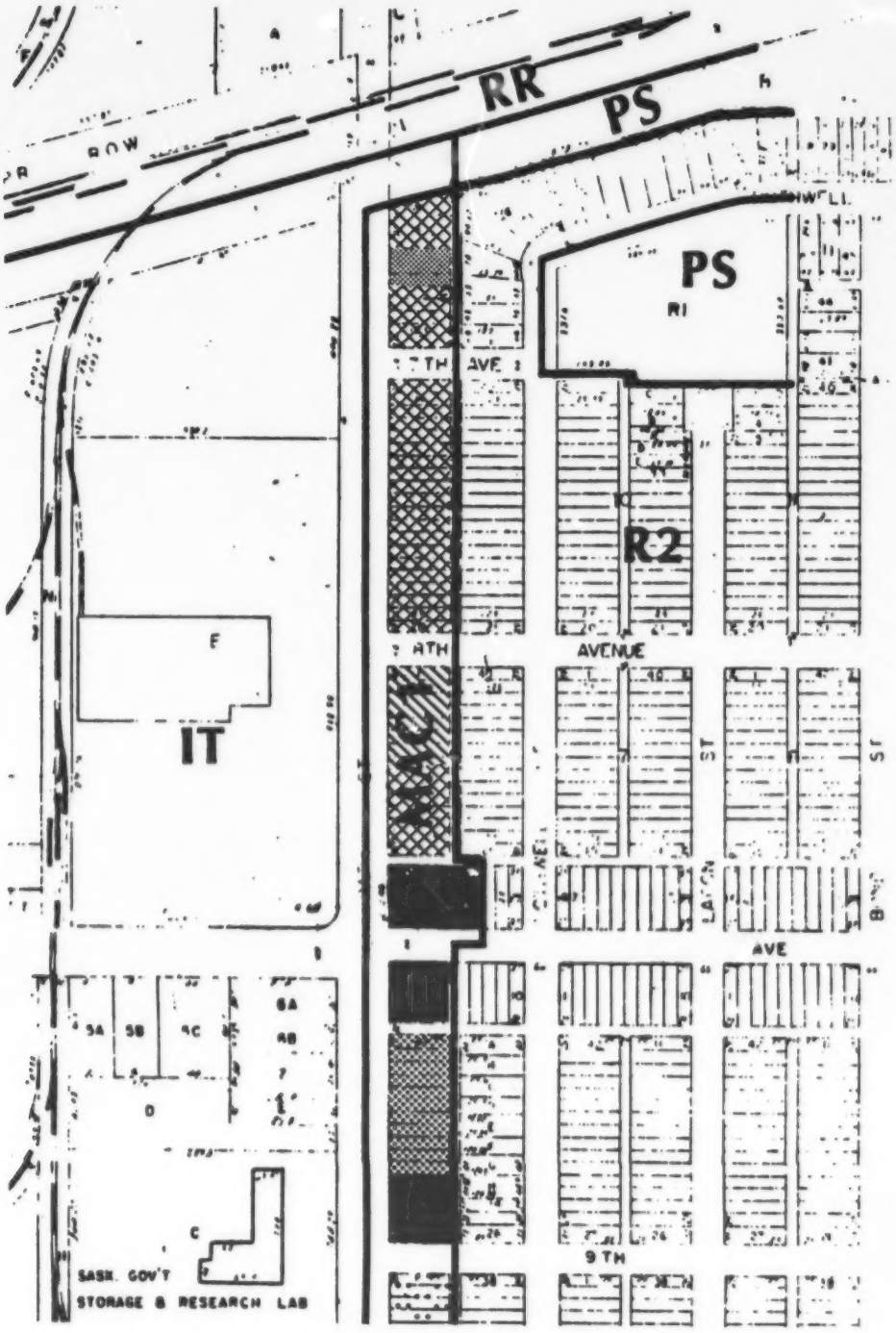
VICTORIA AVENUE

FROM PARK STREET TO McDONALD STREET



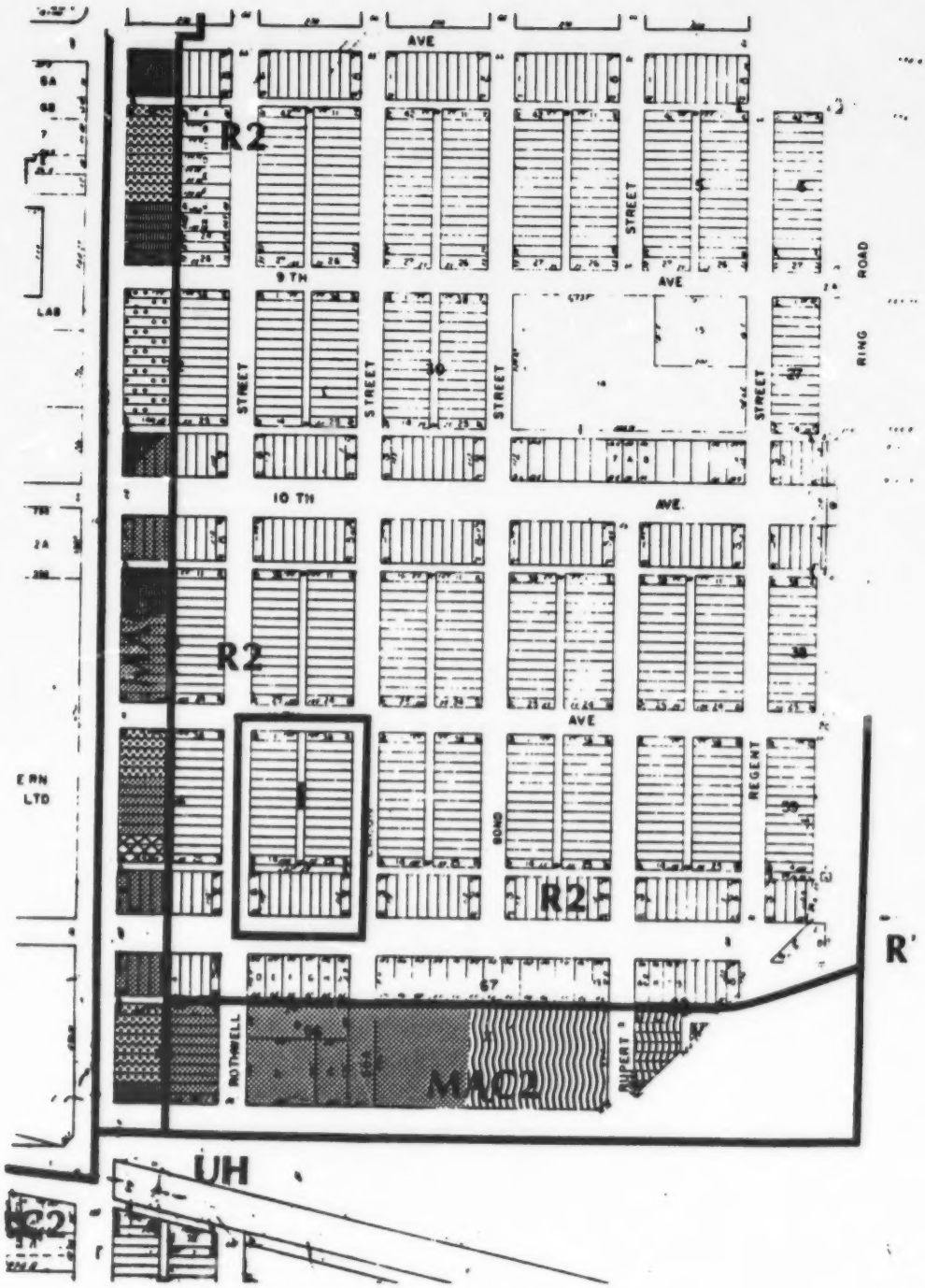
VICTORIA AVENUE

FROM McDONALD STREET TO WINNIPEG STREET



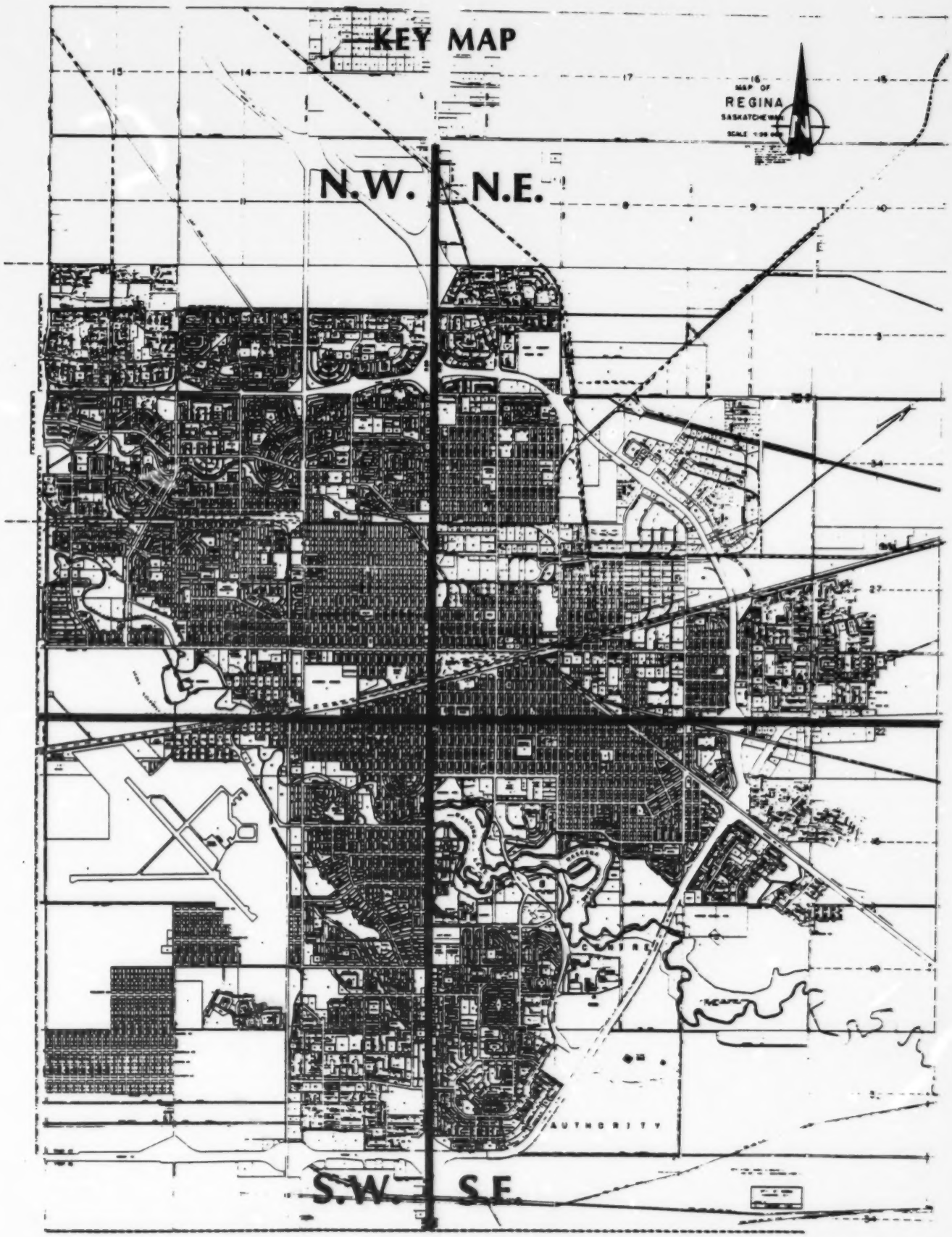
PARK STREET

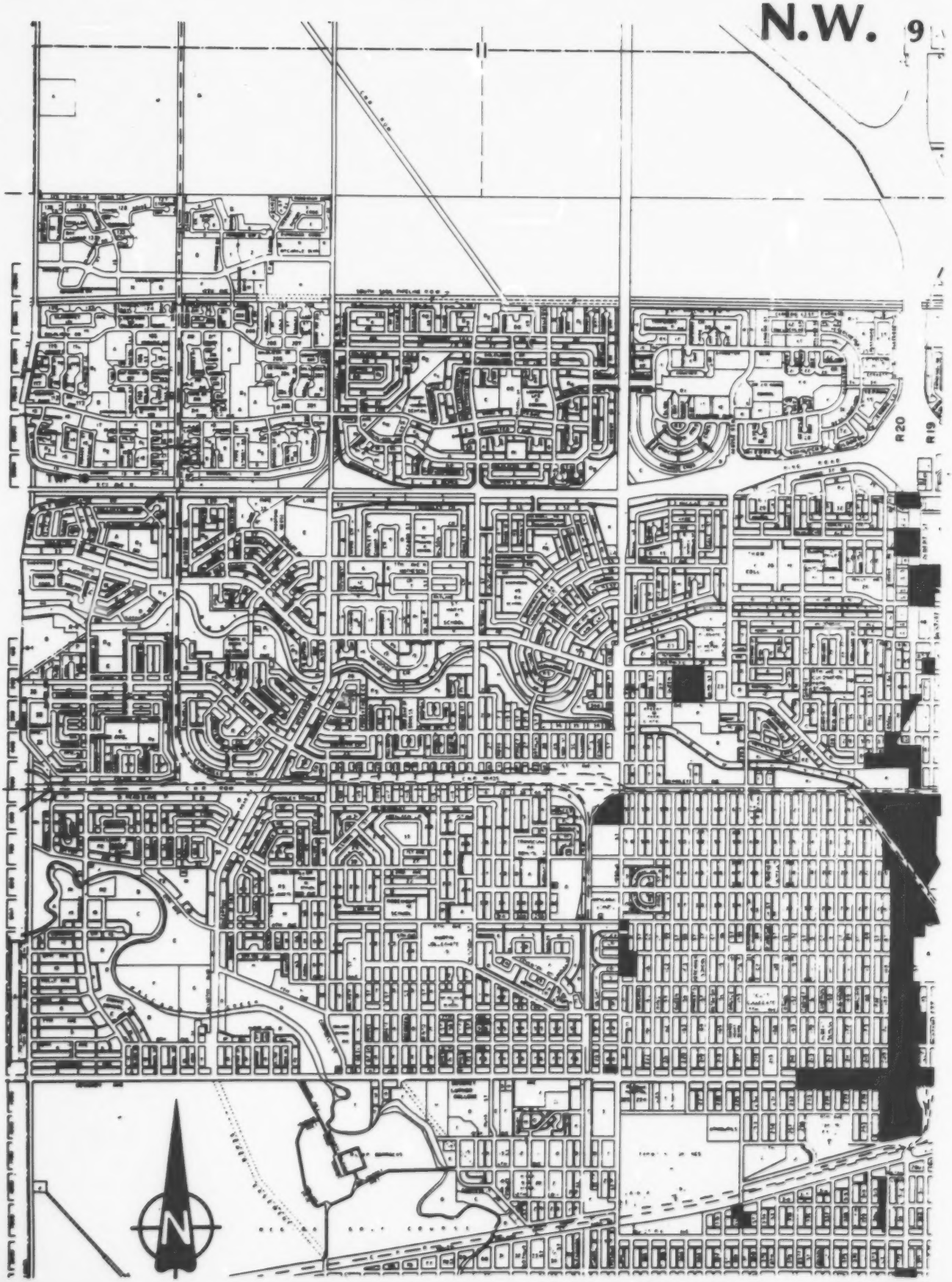
FROM CANADIAN PACIFIC RAILWAY TO 9TH AVENUE



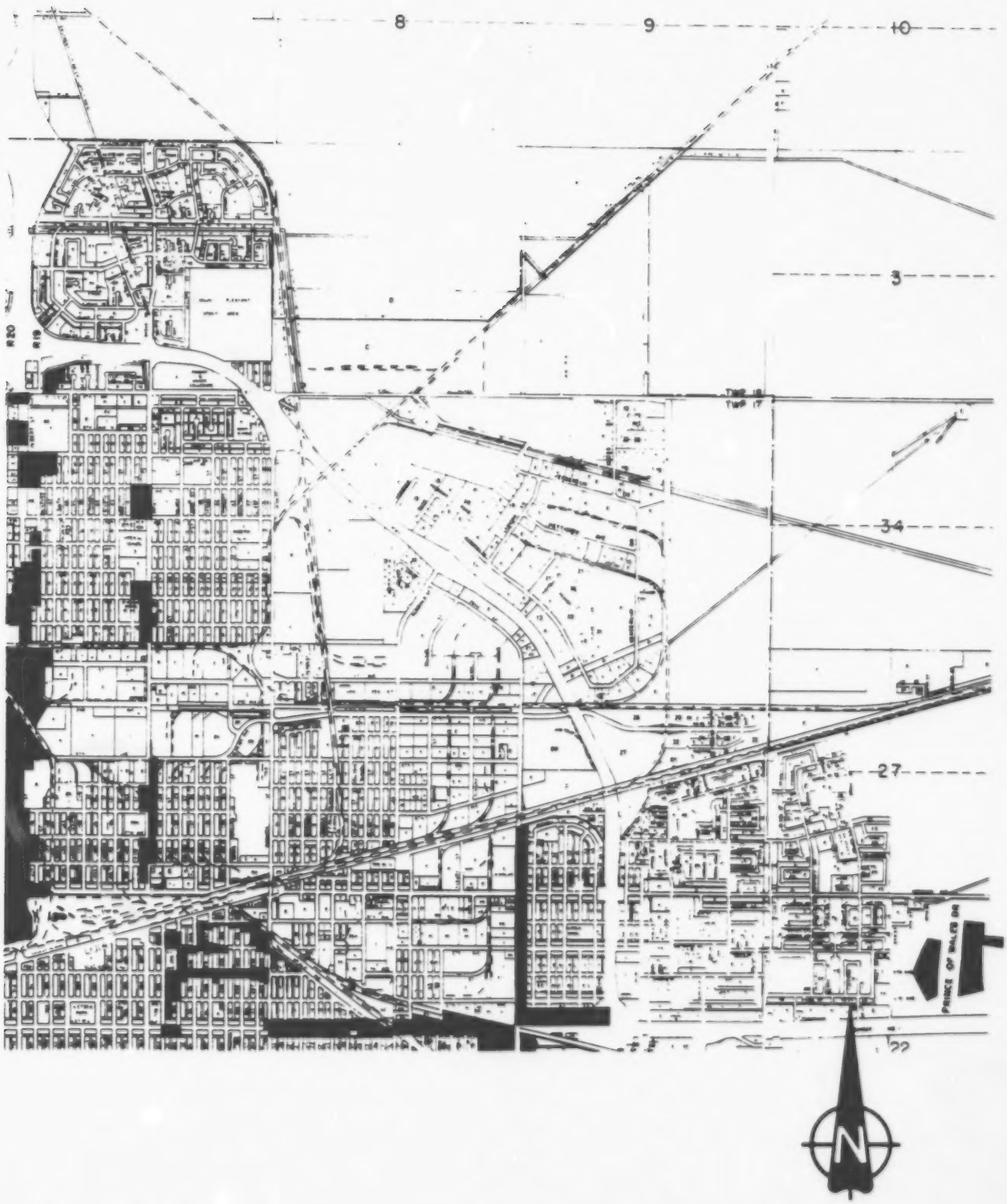
PARK STREET

FROM 9TH AVENUE TO VICTORIA AVENUE

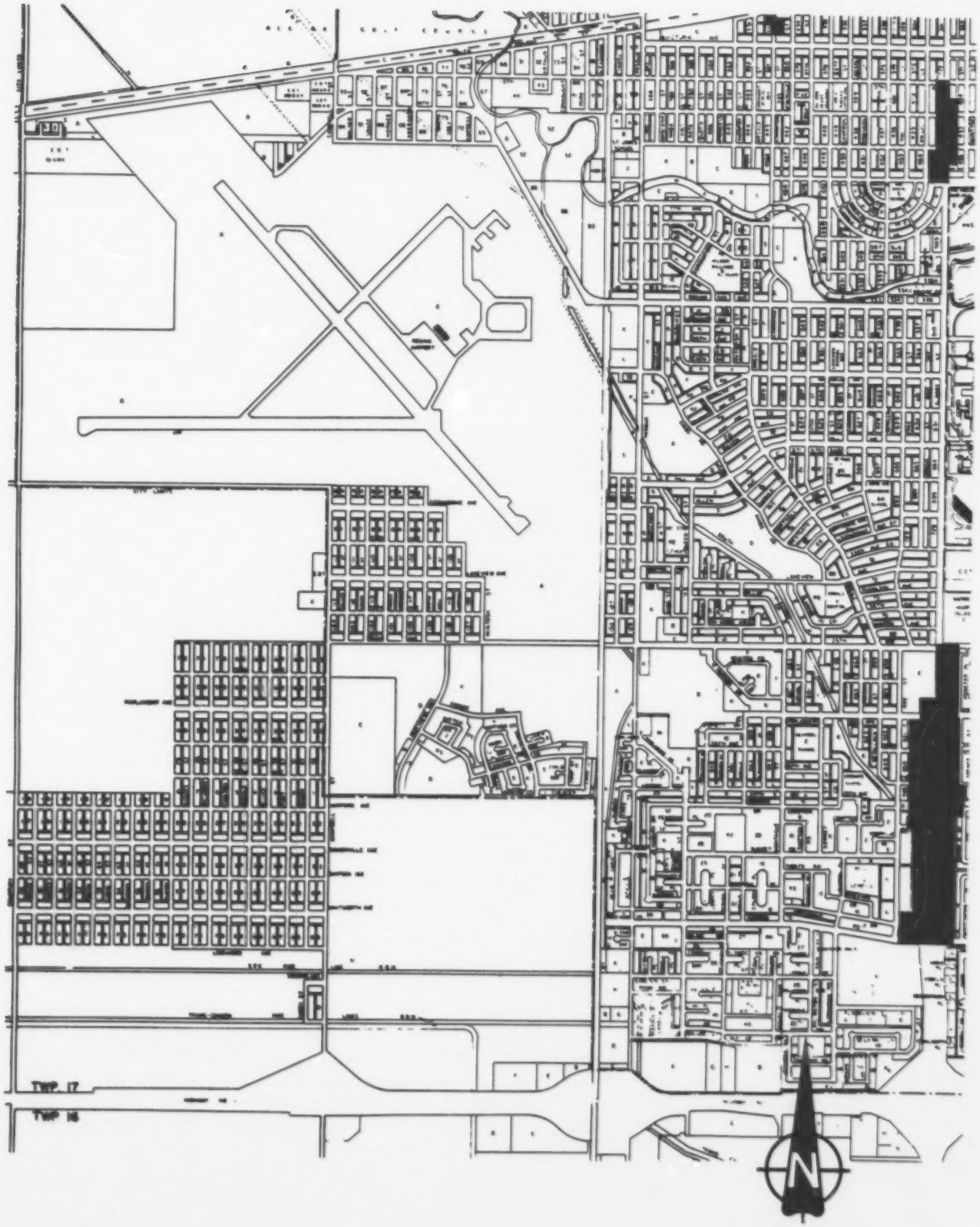

KEY MAP
MAP OF
REGINA
SASKATCHEWAN
N.W.
N.E.
S.W.
S.E.


N.W. 9
R20
R19
N

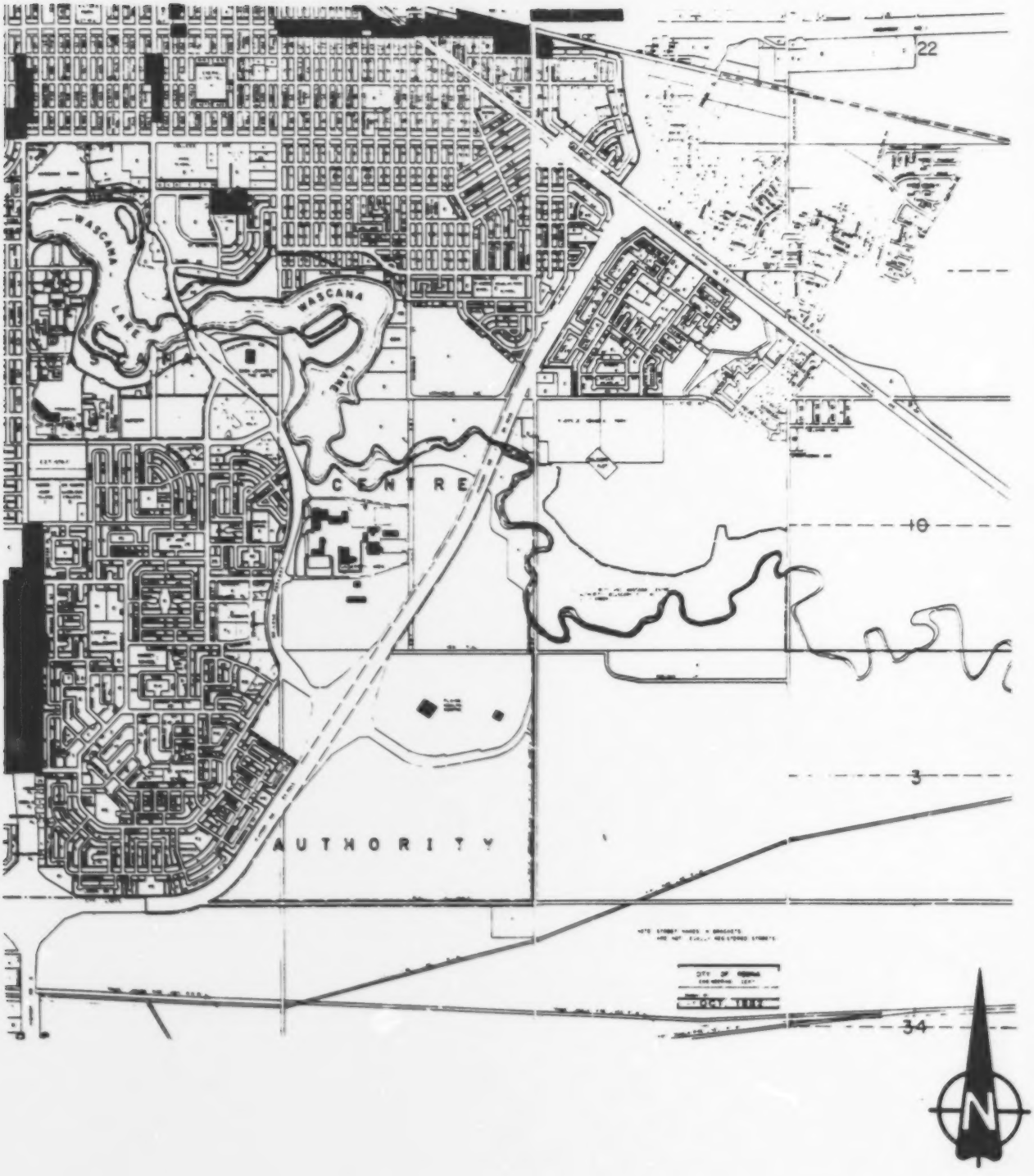
N.E. 10

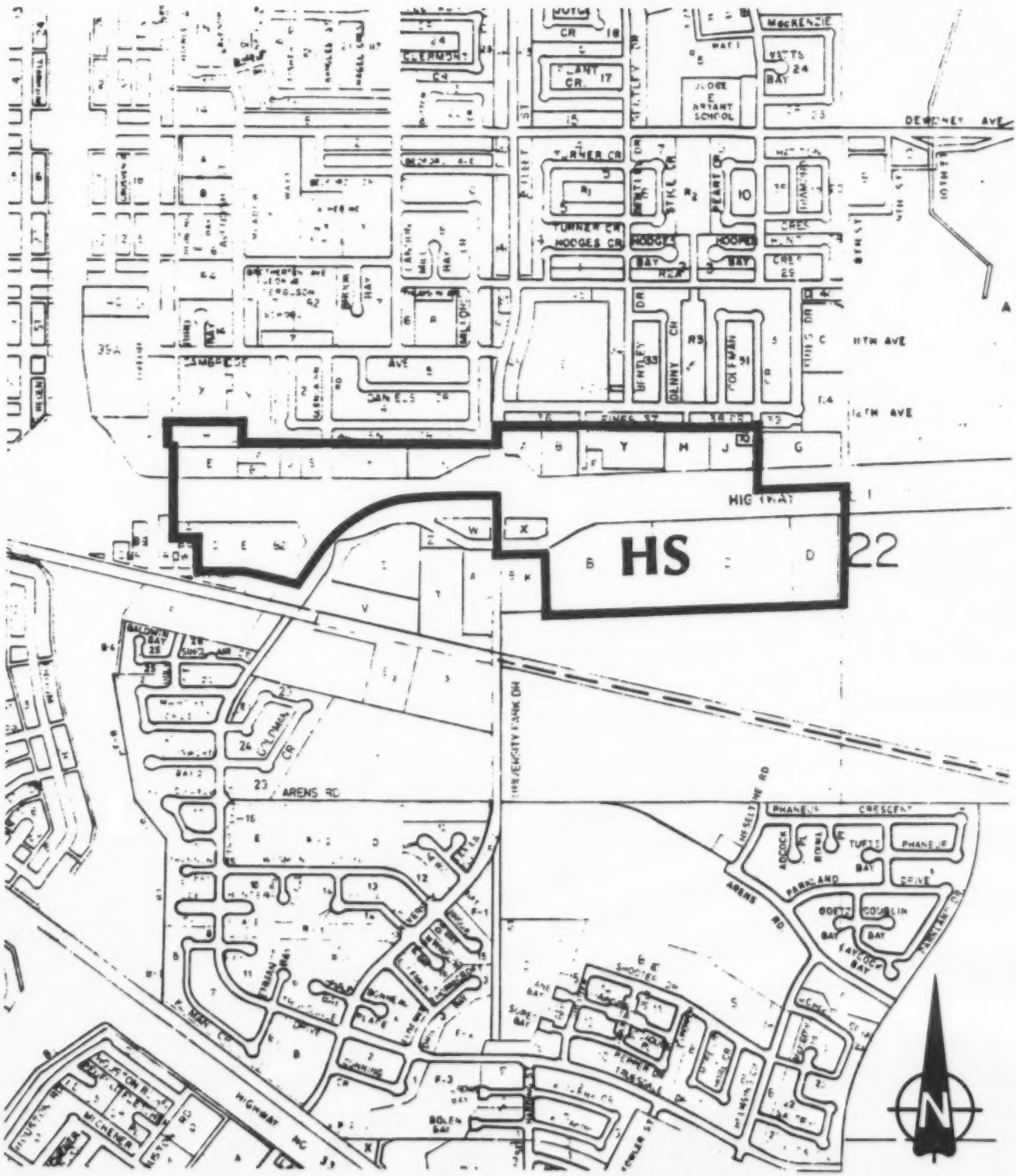


S.W. 11

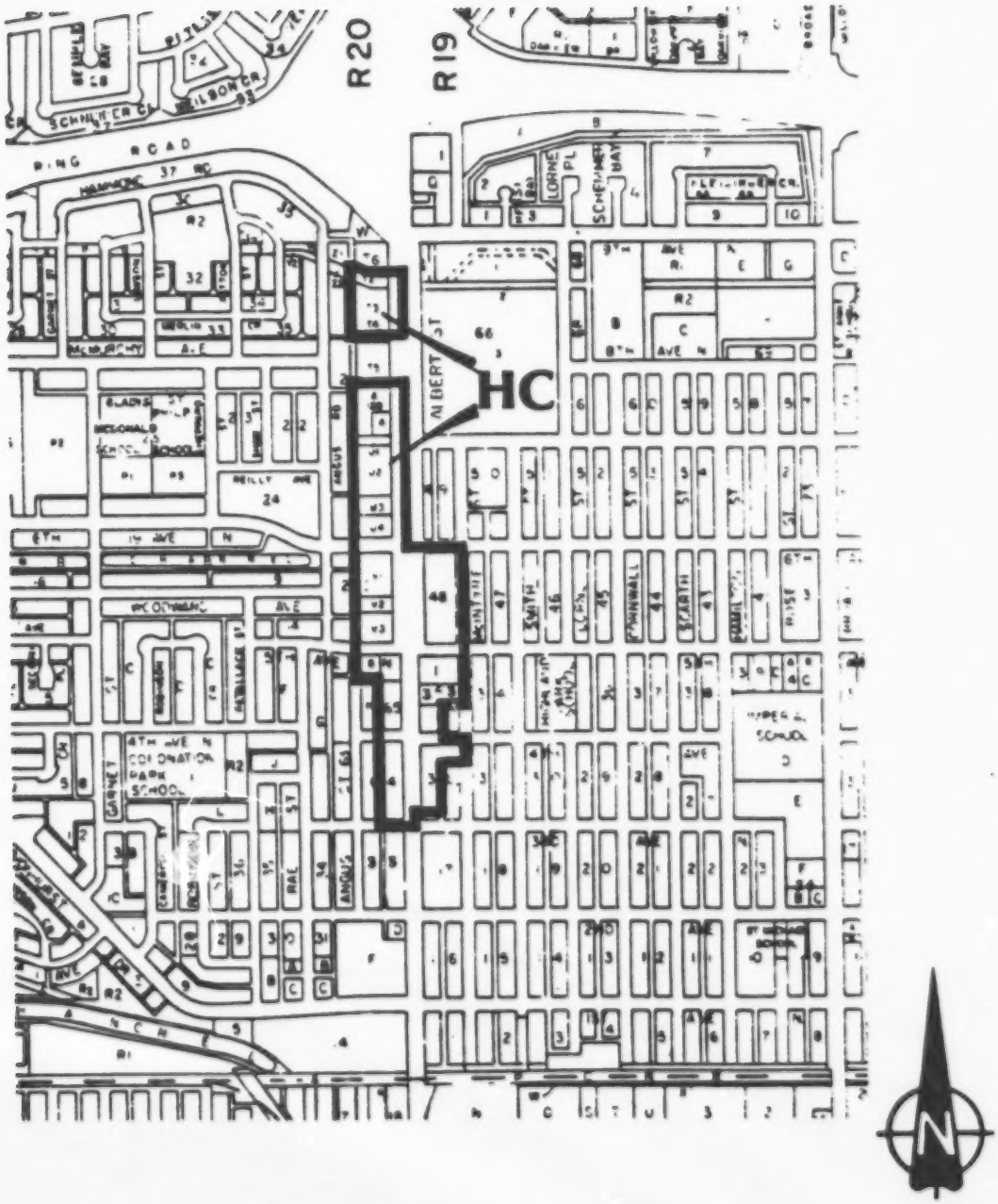


S.E. 12

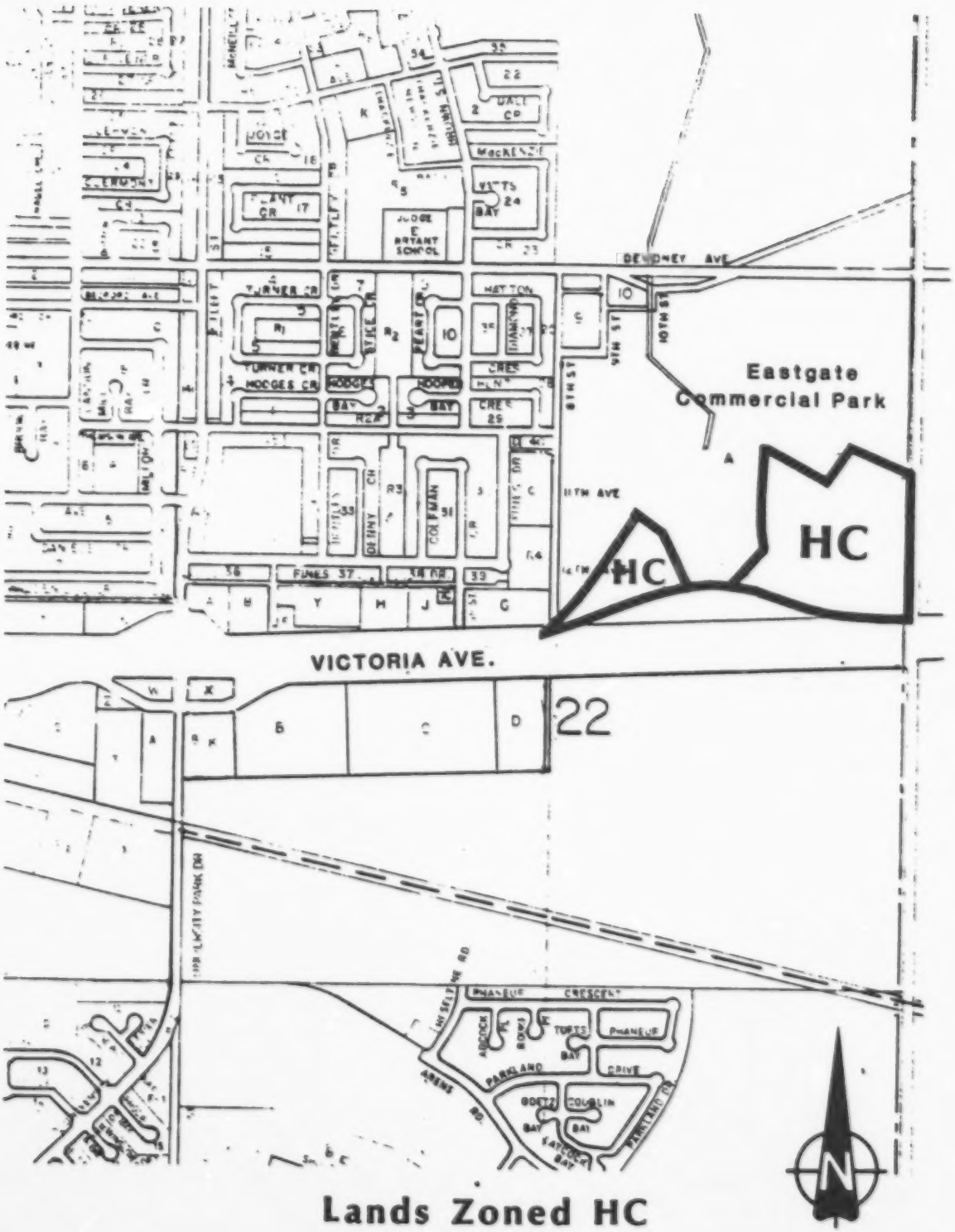




Lands Zoned HS



Lands Zoned HC



Lands Zoned HC

RECOMMENDATIONS (Zoning Changes)